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BIRTHS.

On 5th October, at the Government Civil Hospital, Hongkong, the wife of Major S. R. STEVENS, 93rd Burma Infantry, of a daughter.

On 7th October, at Shanghai, the wife of the Rev. W. NELSON BITTON, of a daughter.

On 9th October, at Shanghai, the wife of J. W. H. JOHN, of a son.

On 10th October, at Government Civil Hospital, the wife of S. WEINBERG, of a son.

On 11th October, at Hongkong, the wife of I. ROCHA, of a son.

MARRIAGE.

On 4th October, at Shanghai, A. GELDMAN, of Nagasaki, to JOSEPHINE HAIHOVITCH, of Shanghai.

DEATHS.

On 6th October, at Shanghai, JOSEPHINA ROZA DOS SANTOS OLIVEIRA, relict of the late F. S. OLIVEIRA, of the *North-China Herald* office.

On 7th October, at the Government Civil Hospital, Singapore, JAMES YOUNG, late master of the Indo-China S.S. *Sui Sang* and of St. Ives, Cornwall.

On the 8th October, FILOMENA C. NUNN, relict of the late CHARLES NUNN, formerly of Chinkiang, aged 58 years.

On 10th October, HENRY RAWCLIFFE, master of dredger *St. Enoch*, aged 46 years.

On 12th October, at Iloilo, P.I., of typhoid, H. W. STEDMAN, of the Hongkong and Shanghai Banking Corporation.

Hongkong Weekly Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

ARRIVAL OF MAILS.

The German Mail of the 13th September arrived, per the s.s. *Prinzess Alice*, on Wednesday, the 12th inst.

EPITOME OF THE WEEK.

The Penang *Gazette* says a new museum is to be erected at Singapore at a cost of $85,00).

The *Peking Times* hears that the use of all foreign paper in official circles is being discouraged. Whether this is an expression of the inward want of grace apparently prevailing just now, or for economic reasons, is not quite clear.

The refugees from Liaoyang are flocking outside the south gate of Peking eager to be enrolled as emigrants to South Africa, and the native papers remark that this is an excellent thing for these people and will prevent them becoming outlaws.

The final spike in the railroad from Canton to Samshui was driven in the course of the last week. It was, as is customary in such cases, of silver; and it is reported that before the spike had been down 24 hours it was hauled up and stolen by the Chinese.

A *Straits Echo* telegram said "An influential syndicate has been formed to create a large cotton-growing area in the Soudan which has been acquired by an American, who intends to import American negroes to work on the plantations." It is rather startling to hear that an American has "acquired the Soudan."

A New York despatch says the Dowager Empress of China some time ago commissioned the Chinese Consuls-General in Paris, Berlin London, and Washington to select a governess for her nephews. From the twenty who were thus nominated the Empress has selected Miss Mary Reynolds, of Iowa, a graduate this year of Northfield College.

The public servants' liability ordinance in Ceylon, which came into operation in 1899, and was meant to shield public servants from the grip of the money-lenders, ceases at the end of this year. It is asserted, says the Singapore *Free Press*, to have been very unpopular with the men whom it tried to protect, and, in many cases, has dealt hardly with them.

The Chinese Minister in Tokyo has wired to Peking that the only return for driving the Russians out of Manchuria that the Japanese are preparing to demand is the Chinese Eastern railway, and this has given great satisfaction in Peking. The "Chinese Eastern Railway" however, comments the *Peking Times*, has before now proved an elastic term.

The Wai Wu Pu in reply to the Russian representations about clause 9 of the Tibetan Treaty, assures the Russian Minister that as China is herself rather more interested in the situation there than he is, it is not necessary for him to interfere, but to leave it to the Chinese Government, which sees much in the Treaty which it is impossible to confirm.

The two criminals Huang and Wang who both assisted in killing the French Bishop have been brought over to Ichang and have already been decapitated. One of them while being executed shouted out in a loud voice "None of you shall ever be Protestant converts." From this it can be easily seen the trouble has been caused by a disagreement between the Catholics and Protestants.—*Universal Gazette.*

During the last voyage of the s.s. *Lightning* from India two natives died of beri-beri. Vessels carrying native crews, trading between Hongkong and other ports, often make similar reports.

Rev. Mr. Kawaguchi, the Japanese Buddhist priest who got into Lhassa and escaped, will leave Tokyo on the 30th inst. and embark on a steamer at Kobe on the 11th prox. on another tour to Tibet. He will first proceed to Nepaul via Burma and Calcutta, in order to present the King with a prayer of the Japanese Kwobaku sect. Early next year he is expected to go to Lhassa under protection of the British Government.

M. Lessar, Russian Minister at Peking, says he has not presented any protest to the Chinese Government with regard to the Treaty between Great Britain and Tibet. He merely told Na Tung and Prince Ch'ing that Russia would be displeased if China made herself a party to the Agreement in question. Na Tung is said to have replied that Tibet had acted quite independently of China, and that the Treaty had not yet been recognised by the Chinese Government.

Recently a letter was received by the Customs Taotai at Shanghai from the Consul-General for the United States asking permission for the American warships to go to Hsiang-Shan Bay in Chengkiang for gun practice and cruising purposes, the place being under the jurisdiction of the Customs Taotai at Ningpo. The matter was referred to him for decision, but in reply he says that if the American warships can be stopped from going there so much the better: if not, then no sailors or marines shall be allowed to go ashore, there must be no gun practice, and sufficient time must be given so that the magistrate may be able to issue proclamations for the information of the populace, and so prevent disturbances.

The agreement between the British mission and the Tibetan authorities was signed by a Tibetan official called Hut'u-kht'u (Saint; this class of dignitary, to which the Dalai Lama and Panshan Lama themselves belong, may be said to constitute the most marked and essential feature of the Tibetan form of Buddhism), who arbitrarily used the official seal of the Dalai Lama which had been left behind by the Dalai Lama when he left Lhassa. Whether Yu Tai, Imperial Chinese Resident, knowing the fact, allowed Hut'u-kht'u to stamp the seal (which had been especially provided by the Chinese government) is not known, and this is the reason, a Chinese paper says, why Taotai Tangshaoyih has been ordered to Lhassa.

New brooms sweep clean—in China as well as other places. This has certainly been true of the new magistrate at Kiangyin, who has been in his present position about two months. He has risen from an insignificant military position through his shrewdness and clean-handedness, so report says. The fear of man is apparently not before his eyes, as the following incident seems to prove. A sub-licentiate was arrested for having a gambling and opium den in his place. The evidence was conclusive. After a stern rebuke magistrate Ching ordered the hopeful scholar to be beaten. The scholar protested, appealing to his literary attainments, naming his rank; for comfort he received the reply: "I am not beating your degree, but I am beating your rascality. Add one hundred blows."

FRENCH INDO-CHINA.

(*Daily Press*, 8th October.)

It would doubtless be too much to say that most Englishmen, even in the Far East, are possessed of the idea that our neighbours the French residents of Indo-China are failures as colonists; but we have little doubt that very many still labour under very hazy impressions of the conditions there. The colonial muddles of France have been so often held up to us that we are apt to forget that history does not always repeat itself. Judging by a long article by Mr. ALLEYNE IRELAND in the *Times* last month, one of the series of studies of administration in the tropics, it seems evident that the unprofitable course of the years between 1887 and 1895 has been replaced by quite a different and better state of things. The mere getting of Indo-China cost France a great deal, and the first eight years of her occupation cost the mother-country, in repairing deficits in the colonial budgets, the enormous sum of forty millions of francs. Altogether, up to the end of the period referred to, the French Government's outlay, since Admiral RIGAULT DE GENOUILLY had first reduced the Saigon forts, was no less than Fr. 750,000,000, or about thirty million pounds sterling. For all this there was no return, and it is little wonder that the members of other and more successful colonizing nations smiled a superior smile, or that numerous French writers should have indulged in censorious criticisms almost rivalling the intensity of the comments occasioned by the failure of DE LESSEPS. There is no doubt that the dark days of Indo-China were due to the merely political points of view whence Frenchmen persisted in regarding the enterprise of their nationals in this part of Asia. Politics governed the Home legislation concerned with the new and undeveloped colony. Even the appointments to the Civil Service were political—and unsatisfactory. Men conversant with the general principles of Colonial government were often passed over in favour of incompetents who were able to command the wire-pullers in Paris, and Indo-China was at the mercy of inexperienced griffins whose chief interest centred in the gaudy uniforms their novel position entitled them to strut in. Enterprise was discouraged, business stagnant. Even the administration of justice dissatisfied the people, who grew reluctant to submit important civil disputes to the Courts. Even as late as 1893, things were so bad in Tongking, Anam, and Cambodia that the province of Cochin-China, which alone had struggled into any semblance of real civil administration, talked of a separation policy. What trade there was was more than four-fifths in the hands of foreigners.

From this sorry picture of just a decade ago, it is pleasant to turn to the happy and promising present-day conditions, described by Mr. IRELAND. Hongkong's commercial advancement is so noticeable and satisfactory that we can afford to look upon the success of our neighbours with friendly eye. We read that French Indo-China is now one of France's most important colonies. Mr. IRELAND says "there is no record of any colony whose whole character has been so completely changed in so short a time." In nine years its exterior commerce has increased in value from Fr. 162,000,000 to four hundred millions, and of that France has increased her share from less than one-fifth to more than a third part. Some of the increase is accounted for by the importation of material for public works, but that, so far from decreasing the importance of the change, is evidence of the improvement in the direction of administration. The Governor-Generalship has now to do, not merely with local Tongking affairs, but with the whole of Indo-China, and the administrative work has devolved upon a legislative council with extensive powers, the composition of which is well known to us through the medium of the *Directory and Chronicle*. "In order to provide for the expenses of the newly-created Government a general budget was instituted in 1898 The principle on which the new budget was, so to speak, carved out of the various local budgets was this, that money raised from indirect taxes should go to the former and that the latter should depend on direct taxes." The sensible assignment of general and local interests, the one to the colonial government, the other remaining with the local administrations, is evident in the fact that whereas before 1898 each territory of the colony controlled its own revenue and expenditure, the budgets of 1904 assign 65 millions of francs to the General Government and only 32 millions to the five subordinate Governments. Improvements all round are said to be admitted; and Indo-China, instead of drawing upon the treasury of the Republic, has in five years contributed more than forty million francs towards the military expenditure of the government. These results have been achieved, Mr. IRELAND says, "whilst the rate of taxation has been kept considerably lower than that of any British colony in the tropics," a matter upon which we have to congratulate our neighbours with feelings somewhat mixed. For all these blessings, the French have chiefly to thank M. PAUL DOUMER. He was appointed Governor-General in 1896, and the wonder is, in view of the customary mixing up of colonization with politics, that he should have been allowed to retain position and power long enough to do what he has done. He had many bitter opponents.

But still, the French colony has not reached anything like Utopia. It has been beautified and made charming for its residents; it has been covered with excellent and useful public works; but its commerce requires much greater development. Its "tariff regulations are obnoxious, and they have greatly retarded the economic development of the country; there are far too many Europeans in the Government service; the lower ranks of the European staff are filled with men of inferior character and ability; the police organization is inefficient." Mr. IRELAND has not emphasised these deficiencies, because the brighter side of things commended itself, both for its novelty, and because it seemed the most just view to take. We rejoice on account of our southern neighbour, and we should have rejoiced more if the writer could have seen his way to make a similar glowing report of our own colony. We are accustomed to credit ourselves with sterner and more practical qualities than the French colonizers, and indeed, in some material things we have evidence of the truth of that claim; but we should be all the richer by some of that artistic temperament apparent in French Indo-China. It is probable that in that colony they see more in a tree than so many dollars worth of timber.

One would suppose that India could grow all the cocoanuts she requires within her own limits, but it is not so. In 1903-04 Ceylon supplied no less than sixteen million nuts to India against ten and a half millions the year before. And of betel-nuts India imported over twelve million pounds' weight, worth Rs. 1,501,585. This did not suffice, for the Straits Settlements were indented on for six times this quantity, but of a much less valuable sort, says the *Straits Times*.

A BASELESS COMPLAINT.

(*Daily Press*, 10th October.)

A Chinese gentleman has written to us on the matter of the "poker case" recently referred to in this column. We are not publishing the whole text of the letter, parts of it, especially the introductory passages, being quite inadmissible. For the rest, the nature of its purport will be made evident in the extracts we quote, and the comments we make. Our esteemed correspondent says: "The police are by no means backward in arresting Chinese for gambling, and the magistrates seldom hesitate in imposing heavy fines on street coolies who are found gambling with a few cents in street corners. Perhaps the gambling ordinance is only meant for enriching the coffers of the Treasury at the expense of Chinese found gambling, and inapplicable to the young men of the European community; or perhaps the game of poker does not come in under this ordinance at all. If it is an admitted fact that cards and other forms of rash gambling are being indulged in by European young men, how is it that we have never heard of any European house being raided by the police and the gamblers punished? I should think that a little activity on the part of the police in this direction would tend to damp the ardour of young men who are more familiar with high play than high pay."

There have been many occasions on which the police of Hongkong have required "elbow-jogging," and we have reason to believe that since the advent of His Excellency the present Governor they have awakened to the fact that there is an Argus eye bent upon their doings, or failures to do. Still, we have never lost sight of the fact that theirs is a difficult duty to fulfil, that their "lot is not a happy one," and as opportunity has arisen we have tried to hold the balance just as between the police and the public they are supposed to serve. In this particular instance it is obvious that our correspondent had not the slightest excuse for mentioning the police at all. The Ordinance No. 14 of 1844 does not forbid gambling under all circumstances, any more than the Home legislation does. Even if it did, it is obvious again that it is one thing to arrest a few coolies gambling in the open, and quite another to get sufficient information to warrant a raid into a foreign house or club. Had there been no more than that in our correspondent's letter, there would have been no need to deal with it at all. Much depends upon the meaning he intended the following quotation to convey: "I am afraid this is another of those rather numerous instances which prove to our Chinese fellow subjects the impossibility of putting into practice the oft-repeated and much-boasted doctrine of British justice which is supposed to be meted out in equal measures to all its subjects irrespective of race or creed."

We have read into that, involuntarily, a tone that embodies a suggestion which we are bound, not only to contradict, but to use every endeavour to eradicate from the mind of our correspondent, and from the minds of any of his fellow subjects who may be tempted to make it. There are anomalies attendant upon the administration of British justice, but if our correspondent supposes there is at any time any unjust discrimination against the Chinese, he commits grievous error. If, however, he be content with the mere literal meaning of his words, and renounce their superficial suggestiveness, we are not so far from being at one with him. We have no assurance as to the

motive which prompted the relevant Ordinance in this colony; but we have some conception of the intentions of our Home legislators, and of the apparent evils that inspired the recent Betting Commission The only real result of that Commission's deliberations was the prominence given to the truth outlined by our correspondent, that it is impossible to put into practice the ideal with which our paternal, or grandmaternal, Government set about to attack the gambling habit. The coolies who are fined occasionally for gambling suffer no hardship that Englishmen in humbler circumstances at Home do not suffer. Such anomalies as we have noted, anomalies which may, as we have now seen, tend to mislead some of the King's subjects into thinking that they are the victims of injustice, are the inevitable consequence of all attempts to make general rules of conduct, which is what all law essentially amounts to. It sounds just as badly in England to talk of one law for the rich and another for the poor, as it does in Hongkong to suggest one for the European and another for the Chinese, yet while there are surface indications of the existence of both, there is no great injustice. Some people think it was a mistake ever to interfere at all with the gambling instinct, and certainly it has been one of those Acts of Parliament which make nobody good. Yet since the poor Britisher and the poor Chinese cannot gamble without risking the happiness and well being of others, the legal discouragements and disablements must have alleviated at least some distress. Rich Chinese, apparently, may gamble as much as they like in Hongkong, in their own houses, so our correspondent's point of view is all wrong. Certainly, so far as the sneer at British justice goes, his remarks are quite out of place. There is a large empire quite close to the colony with whose laws, and the just administration thereof, ours bears comparison very favourably.

PATENT LAW AT HOME AND AT HONGKONG.

(*Daily Press*, 11th October.)

One of our recent correspondents has raised what would appear to be rather an important point for the consideration of our local legislators. He has an idea for an article which, he says, is largely used in Hongkong and the East, but for which there is no demand at Home. Wishing to obtain local protection, he now discovers that to get patent rights here he must first take out letters patent at Home. Besides the delay and the expense involved, he appears to think that a Home patent would be of no use to him. In yesterday's paper we published a letter from a lawyer confirming our impression that an exclusively local patent is unobtainable. Is not this an omission that ought to be rectified? True, it is not a provision likely to be in request with any great frequency; but it is quite conceivable that more than one local enterprise might be nipped in the bud for want of facilities for protection on the spot. The most productive patents are often simple little ideas that might occur to anyone, things that can be so cheaply made and sold that their value to the originator ceases altogether with the advent of competition.

That there is a need for some changes in the patent law at Home is plain. At present it is far too expensive, and far too intricate. Evasions are too easy and safe, even after the inventor has managed to secure legal recognition of his rights. Even the experts at Home make mistakes over and over again. On the subject of cost, there is a good deal of misunderstanding. A popular estimate is that it costs £50 to get a patent. We have seen it stated in a book of reference that the total fees amount to about £150. WHITAKER states that £1 is to be paid on application for provisional protection, and £3 on filing complete specification. After four years' protection, a certificate of renewal is necessary, and the fees run £5 for the fifth year, £6 for the sixth, and so on up to £14. After fourteen years, if the patentee shows that his invention, though of great public usefulness, has been unprofitable to himself, he may get extended protection. It seems anomalous that patents should, by the International Convention of 1884, be effective in all foreign countries (except Germany) and yet not cover our own Colonies.

Another anomaly becomes evident when our correspondent's position is considered. He has (he says) discovered some novel article that would be generally used throughout the East, but for which there is no use at Home. In order to obtain protection, he must prove its usefulness, novelty, and legality to the satisfaction of the Comptroller-General, the Chief Examiner, the Supervising Examiners, the Examiners, the Deputy Examiners, the Assistant Examiners, and all the other officials who do duty at the Patent Office, and who do not necessarily know what is novel or likely to be useful out here.

It is impossible not to feel sorry for the originator of any object of utility confronted by so many difficulties, and hindrances to the reaping of his just reward. It has not, so far as we know, ever been published yet how the real originator of the enamel letters for shop window advertisements failed to secure the remuneration due for his originality. He relied too much upon the so-called patent "agents," and frightened by the cost, went about trying to enlist a partner. The business man from whom we had the story was one thus approached. He pooh-poohed the idea, failing to foresee that these window signs would leap into such instant popularity. At any rate, within little more than a year after the inventor had exposed his idea, somebody with more money and foresight had annexed it, and has since made a fortune. Many a curious, and many a sad story, must be buried in the history of the Patent Office.

MR. BALFOUR AND THE FISCAL SITUATION.

(*Daily Press*, 12th October.)

Personally no finer man ever served the office of Prime Minister than Mr. A. J. BALFOUR; a thorough Englishman, all the more so from a good part of his blood having been derived from the north of the Tweed; a gentleman of unstained honour; a genial friend who never permitted political differences to sour the amenities of social life; a man of culture and wide-seated knowledge; of tact sufficient to enable him to shine in the most difficult post which can be assigned to a Parliamentarian—that of Leader of the House of Commons—he yet has the heel of Achilles. Although Mr. BALFOUR was still unborn when in 1846 Sir ROBERT PEEL forcibly converted the great Tory party to Free Trade, he was in his early years brought up in the doctrines of the new faith. As those who had accepted Mohammedanism at the point of the sword usually turned out its most fanatic supporters, so there were no stricter observers of the letter of Free Trade than the Conservatives who unwillingly enough followed Sir ROBERT into the Division Lobby on the eventful 19th January. Since then, with the almost solitary exception of Mr. CHAPLIN, no Conservative who has attained distinction in his party has ventured to hold the heretical doctrines of Protection. Mr. BALFOUR thus, like ST. PAUL, has been brought up as it were at the feet of GAMALIEL, and in the strictest tenets of the Law as expounded by the Cobdenites. Such a bringing up is naturally not conducive to originality or independence of thought, and so, equally naturally, it has come about that the portion of Mr. BALFOUR's body politic which his sponsors forgot to dip, and so render invulnerable, was the very tendon Achilles—in a Prime Minister of England the most essential for safe leadership. Mr. BALFOUR has, in fact, always been halting when he essayed to tread the paths of the Higher Finance. In 1895 he made so foolish a speech on the financial questions then agitating India that for a time he became almost a laughing stock; in 1897 we find him entrapped into a scheme for introducing the will-o'-the-wisp of bimetallism from which he was only rescued by Lord SALISBURY. It is therefore quite in the course of events that Mr. BALFOUR should misinterpret the issue before the country with regard to the trade of the nation. It is the fundamental principle of Free Trade that burdens on commerce are *per se* an evil. No responsible member of the Cobden Club has as yet publicly urged that railway fares should be removed as deleterious to trade. A Government professing the highest ideals of Free Trade puts restrictions on the circulation of such innocent articles as saccharine and margarine, and the Club stands by and makes no remark. Necessity or opportunism compels us sometimes to weigh the advantages or disadvantages of any line of conduct; we are quite right to give their due weight to the considerations of Free Trade; we are wrong, or insane, to look upon those considerations as those alone requiring to be satisfied. Conscientious free-traders object to encouraging in others what in themselves they unrelentantly condemn; this is the point the bearing of which Mr. BALFOUR has failed to grasp. Under the pretence of following the principles of Free Trade we have been directly encouraging the breach in others of one of the most objectionable of economic sins—the principle of bounties; and our own trade has suffered in consequence. This and not Free Trade as against Protection is really the question at issue.

Speaking at the great Conservative banquet at Edinburgh the other day, his consciousness of his weakness came painfully to light; he could not conceal his inability to lead a Conservative party which setting at one side the dictates of the most recent development of so-called Free Trade would go back to the original basis of the argument, and abandon further dalliance with that modern Protection which under the lion's skin of non-interference would hide the ass's body of little-Englandism. Proud as Achilles, and bravest of the brave, he is as helpless before the slings of Mr. CHAMBERLAIN as was Achilles when Paris aimed his darts at his one weak spot. The swan sings mournfully before he dies, and the words of a man before he departs should be words of wisdom. Mr. BALFOUR's words have been words of wisdom; and it is well to take note of them. Whether, he is represented as saying, Mr. CHAMBERLAIN's estimate of the offer of the Colonies be right or wrong, we have reached a point at which the only way out of the impasse is to have a perfectly free and untramelled conference with the Colonies and India, in which each

party may frankly state its own opinions. It will not do to base this, the most momentous question to the Empire at large which has ever come up for discussion, to be settled, or attempted to be settled by the Home Country alone, as if it were a thing in which she alone were concerned. On its satisfactory adjustment may depend the welfare not of Great Britain only but of the whole Empire. The Colonies have nobly won their right to be respected, they have in the hour of need not closed their purse strings, nor spared the blood of their sons; if the outcome be that Mr. BALFOUR be the destined sacrifice, none will more regret his loss than those who have bewailed his one point of weakness.

RAILWAY INTRIGUE IN CHINA.

(Daily Press, 13th October.)

There are more wars than those accompanied by long lists of casualties, by complaints of correspondents, and by mendacious telegrams. The *Times* last month published a very long article from its Shanghai correspondent dealing with "the details of the long, silent struggle" for the possession of the Canton-Hankow Railway. The venue of this struggle has been alternately Washington, New York, Brussels, Peking and Shanghai, and the intrigues have continued for six years. The original thought of CHANG CHIH-TUNG and SHENG TA-JEN, in memorialising for the Peking-Hankow line, was to build it with Chinese money, but the funds were not forthcoming. "The American WASHBURN'S" conditions were too hard, so SHENG, the Director-General of Chinese Railways, approached Belgium. The idea was that Belgium could safely be given a concession, that country being too small to be likely to make political use of any such privilege. Whatever suspicions prompted our Government to protest at the time, it has since become notorious that the Belgian Syndicate was a catspaw for France and Russia, and that our influence in the sphere of the Yang-tsze has been threatened with an objectionable line of communication between Russia on the north and France in the south, an objectionable bisection which our Government did not oppose with half the vigour or resolution we should have liked. Before that was finally "rushed through," by the late LI HUNG-CHANG, an American syndicate had arranged to finance the Hankow-Canton line, a concession for which the Belgians had also bid. Here again the Chinese felt safe, believing that America was no territory hunter; and to make assurance doubly sure the famous clause was inserted forbidding the concessionnaires to transfer their rights "to other nations or people of other nationality." How that clause was violated, and its intention frustrated, is also history. The "Société Asiatique" got control by acquiring the bulk of the stock, and once more the monkey-wiles became apparent. The abandonment of the strong opposition to the American negotiations was partly explained. The new diplomacy was subtler, less obvious, less likely to be checkmated in time. That it was this change from political to financial machinery, and not American insistence, which permitted the contract to go through, was suspected in 1899, when General WHITTIER, King LEOPOLD'S "tool," was buying the shares; and became a matter of conviction early this year, when the new proprietors laid their cards on the table. As the *Times* sums it up, General WHITTIER has become the president, in the room of Mr. PARSONS, who has been forced to resign; the board has been made overwhelmingly Belgian, and includes M. DEVOLDER, a Belgian Senator and ex-Minister, COLONEL THYS, of Congo notoriety, and M. MALI, the Belgian Consul at New York, who has been lately naturalized as an American subject. The result is that it is now working in unconcealed sympathy with the concessionaires of the northern half of the trunk line. The status of the southern syndicate is still a matter of argument, and, fortunately for China and for us, before the two Belgian groups can amalgamate, the effect of CHANG CHIH-TUNG'S providential clause must still be put to the test. The schemers have been profuse in accusations of "bad faith" against China, but in face of such a transparent violation of a clearly expressed stipulation, it seems to us that China would be perfectly justified in cancelling the bargain. It is what OTHELLO called "hypocrisy against the devil" to deny that the proviso has been disregarded, and on the most technical legal issue it will be surprising *if* America consents to accord the right of American protection to a concern which is admittedly mostly Belgian property, and managed by a board of which the majority consists of Belgians or Belgian nominees, to say nothing of the hands that are pulling the Belgian strings in this matter. America would be a catspaw of a catspaw if the curious contention were to be established. General WHITTIER has another argument, that the northern Belgian syndicate has "a right of reversion in the American concession, should the American concessionaires fail to carry it." That is not true. The Chinese Government repudiates it, and the only ground for it is a letter written by SHENG, without authority, promising the syndicate reversionary rights *in the event of the preliminary Washington contract not being definitely concluded.* Supposing the Chinese Government to be bound by SHENG'S offer, that claim is put out of court, because the eventuality we have italicised did not come about. The Washington contract was concluded, and whatever rights the latter conferred lapsed at the same time. SHENG is now more than suspect. The Shanghai correspondent of the *Times* says there is good reason for believing that he has been a supporter of the Continental syndicate throughout, and that only the outbreak of the Russo-Japanese war has prevented the elimination of the small remaining American interest in this southern trunk line. And, if the Cabinet at Washington has decided to recognize this Belgian controlled undertaking as an American corporation, the fact is undoubtedly due to SHENG'S adroit diplomacy. So long as a few Americans retain their interest, the American Government will presumably be bound under the extra-territorial custom to look after them. The same custom permits Franco-Belgian diplomatic and other interference on behalf of the majority, and it is unlikely that the first excuse for exercising the privilege would be missed.

POLITICS OF BURMA.

(*Daily Press*, 14th October.)

Considerable interest has been taken of late in the affairs of Burma, a colony in which the true British colonizing spirit has been consistently shown, and fair progress made. Particular attention has recently been drawn to a suggestion that this important province should be administered from Home, and not by the Indian Government. REUTER a few days ago informed us that the Home Press looked unsympathetically upon the proposal published in the *Times* that the Indian connexion should be severed, and a united Malayan dependency constituted of Burma, the Federated Malay States, and the Straits Settlements. The *Times* thinks many readers will wonder why this "fascinating and symmetrical scheme," this "apparently obvious regrouping of our Eastern dominions," was not long ago undertaken. It is not, however, so obvious or so simple an arrangement as the *Times* fancies it to be. The opposition of the Indian Government, which will doubtless be forthcoming, will perhaps be based, inter alia, on the false idea that mere proximity implies fitness. There is no greater reason adducible for the grouping whose prima facie suitability was suggested by the *Times*. Burmese affairs are neither Indian nor Malayan affairs, and their relationship is thinner than that of China and Japan, which is by no means so close as some Home critics have been accustomed to suppose. It is unnecessary to go so far to disprove that knowledge of one presupposes some knowledge of another. An administrator in South China would have much to learn in North China, and Indian administrators have as much or more to learn of Burma before any such clogging interference as they have been accustomed to indulge in would be justified. Burma has been starved, its revenues diverted to Indian requirements, and its political interests neglected. As Mr. ALLEYNE IRELAND has explained, externally Burma suffers from the encroachments of France in Siam and in South-Western China, which "have been carried to a successful issue only because the Indian Government had allowed itself to forget, in its preoccupation about trans-Indus affairs, that a strong trans-Salween policy was called for by Imperial interests in no degree less important than those of the Indian North-West." The *Rangoon Gazette*, voicing what is apparently the general opinion on the spot, has stigmatised India as "the brake on the wheel of Burma's progress towards prosperity," and blames Indian interference for the facts that Burma's development has been allowed to lag behind that of Ceylon and of the Straits. Released from Indian control, the Rangoon paper says, "our surplus revenues would be spent, not on strategic railways on the North-West Frontier, but on our own roads and on our own railways. Nor would this be all by a very long way. It would no longer be necessary to starve our educational system, which cannot expand and grow without liberal allotments of money. Education is a matter of money." While attracted by the suggestion, the *Times* does not think the separation at all necessary or advisable. It points out certain advantages of the present connexion, but omits to show that the chief of them would cease to continue if Burma were converted into a Crown Colony. It says: "If we look at Burma's trade in rice and timber, at the increase in cultivation, at the extension in railways, and the spread of irrigation in Upper Burma, we do not think that India can be fairly held to have failed in her stewardship. More might have been done; but it should be remembered that the work of bringing Upper Burma under British administration has in late years somewhat monopolized the attention of the Burmese Government, and that the years preceding 1903 were years when India was fighting for her financial existence and was preoccupied in the terrible and costly campaign against famine."

Exactly. "More might have been done," and it is because the truth of that addendum is so apparent that we cannot join with the *Times* in believing that the progress of

Burma has been "most satisfactory." On the *Times's* own showing, the superlative was misplaced. However, having discreetly "hedged," the *Times* finally faces the inevitable, and reaches a safe conclusion by adding: "When, however, the separation comes, it may be hoped that the reasons for the change will not be that the Indian Government has failed in its duty, or has been found lacking in statesmanship; but rather that, having created a prosperous and well-governed province, it must perforce hand it over to others, since the administration of India proper is a sufficiently onerous task for any Government." The real question has nothing to do with finding fault with the past. Mr. IRELAND has done so, but that is Mr. IRELAND's way. The point is that Burma, having made marvellous progress under and in spite of India, is capable of still greater expansion, and that this would be likely to come about more expeditiously if the present handicaps were removed.

BOXERISM AGAIN.

(*Daily Press*, 15th October.)

That the spirit of reaction or anti-foreign feeling which in 1900 took the form of Boxerism is not by any means extinct in the North we are frequently reminded by warnings from foreigners resident in the interior. How far we are to accept these warnings as proofs that the embers of the flame of anti-foreign hatred which assumed so sanguinary a hue a few short years ago still smoulder and are liable to blaze up again at any moment it is difficult to decide. It must not be forgotten that, however rampant hatred of the foreigner may be in the interior, and even in the capital, a lesson has been taught to the mandarins and to the Government that will not soon be forgotten. The Empress Dowager and her supporters have learned that, even with a crowd of fanatic Boxers behind them, the Chinese forces are wholly insufficient to enable them to bid defiance to the Treaty Powers. At the same time it is possible—and due notice should be taken of the fact—that the Boxers may get up a rising which all the strength of the Peking Government would be powerless to cope with, and a new Government knowing little of foreign resources and caring as little might suddenly spring into existence on the wreck of the Ta-t'sing dynasty. We say "might" advisedly, because we do not believe the Boxers are either sufficiently armed or prepared to risk a trial of strength with the Imperial forces. On the other hand, there is also the possibility that this association has honeycombed the capital and chief cities, and could at once, on raising its standard, seduce a large proportion of the Imperialist troops to follow it. Some rather suspicious circumstances have occurred of late showing that the feeling of the official class is far from cordial towards foreigners, and that at least a considerable proportion of the mandarins would willingly join in any movement against foreigners if it could be shown that such demonstration could be safely indulged.

The Honan correspondent of our Shanghai morning contemporary, writing from Taikang-hsien, under date the 24th ult., insists that Boxerism is not dying out in that province, and that now the harvest season is practically over, these agitators are beginning to show activity by putting up placards in the towns. He gives the following translation of one recently posted in a neighbouring district:—"The unavoidable calamity is at hand. Blood and water will flow in floods. Foreigners come in shoals and settle everywhere. The movement of soldiers will begin at Hsiaoyang (10th moon) and the night man will appear. When the five tigers come on the scene the foreigners' life will be a thing of the past. The middle continent will with difficulty be kept intact. Her hills and citadels are worth striving for. On both sides of the railway great disorder is evident. The lotus flower is in full bloom. The suffering of the people is full. Those who grasp the meaning of this should avert the calamity and flee for their lives, thus saving their whole family to the third generation." He adds that in the west of Honan, Boxers are very numerous and audacious, and he states that he has seen a proclamation by an official announcing that all foreigners are to be killed on the 15th of the 8th moon (23rd of October); that all their followers are to be removed immediately afterwards; and an advance will then be made to Peking. This may be mere brag, it may be a sportive attempt to create a panic and scare the foreigner, or it may be what is intended if only the conspirators are ready. Meantime, however, it is some consolation to note that the crops in North China have been excellent, and the people will be correspondingly more difficult to arouse, but none the less such threats as those above mentioned ought not to be passed over by the authorities, who could, if so disposed, readily prevent the issue of these mischievous placards. There is always danger of outbreaks when the populace see that the issue of such notices is followed by no official disclaimer or contradiction. It therefore behoves the Foreign Representatives to keep a sharp watch on these demonstrations and to endeavour to discover what, if any, force lies behind. They ought, meantime, to insist upon the Chinese authorities issuing counter placards, prohibiting such expressions and punishing, where practicable, the authors of such incendiary notices.

HONGKONG JOTTINGS.

10th October.

In shipping circles the examinations now being held under the new Pilots Ordinance have naturally been much discussed. European candidates are not so plentiful, it appears, as the authorities anticipated. The reason, I understand, is the meagreness of the pilot's pay according to the regulations. I am told it is not so low anywhere else on the China coast. It is also noticeable that those who wish to take out licences do not take kindly to the examination. "I have been bringing ships into this harbour for many years and never had an accident," said a captain of one of the merchant steamers to me, "but the probability is that I should be flummoxed in such an examination as the authorities consider necessary." And he imagined this would be the case with many excellent Chinese pilots who have been piloting here for years. There must be some test of efficiency, but whether proof of the fact that a man has been piloting for at least five years in these waters is a sufficient warrant for the issue of licences must be left to the decision of the responsible authorities.

In a bantering letter published in the *Daily Press* last week a correspondent incidentally set up a defence of flippancy in the debates of our Legislative Council by quoting the report that a rising politician recently irreverently exclaimed "Rats" by way of commenting on a statement which was being made by a Minister in the House of Commons, and the remark was allowed to pass without a dignified reproof from the chair. Thereby hangs a tale amusing enough to secure space in this column. The joke is that the hon. member was not guilty of the irreverence some of the reporters charged him with. What he actually exclaimed was: "Experience has dissipated these predictions." Some of the reporters who are not so advantageously placed in the press gallery as the *Hansard* and the *Times* men indistinctly heard the remark, and decided amongst themselves that its purport was "Rats," and so it appeared in several of the newspaper reports. Mr. Churchill was gravely rebuked in the press for the use of this undignified observation, and has had therefore to defend himself. While he does not quarrel with an ingenious paraphrase, he takes, he says, the strongest objection to this form. Unofficial members of our own Council must not therefore model their style on this example. One moral to be drawn from the incident is the advisability of seating reporters where they can hear what is spoken. I have seen a few amusing instances of this nature in Hongkong.

Members of the Volunteer Corps "who are desirous of taking a servant to camp" are given instructions how to go about it in the last issued orders from Headquarters. It seems to me rather farcical to have a camp at all if the men are to be allowed to have servants with them. If they have boys to cook and wash for them, to clean their boots and keep their accoutrements in order they might as well take coolies along to do their heavy gun-drill.

That we have got fairly into the cool season is evident from the number of dances already held or else arranged for. One of the most popular series of dances last winter was that promoted by the Masonic Quadrille Club, and I am glad to hear that there is to be a continuation of these dances this season. A meeting of the management committee is to be held next Wednesday evening to make the final arrangements.

BANYAN.

SUPREME COURT.

Saturday, 8th October.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUISNE JUDGE).

A NEW TERRITORY LAND CASE.

His Lordship delivered judgment in the case in which Ma Fu Shan, 17, Gage Street, sued Tang Yun Kwong, land owner, Kowloontsai, and Ng Sik Ki, trader, of the Sze Wo shop, Yaumati, for $1,087.16 (restricted to $1,000), being $950 paid by the plaintiff to the first defendant by way of deposit on the signing of an agreement, dated March, 1903, made between the plaintiff on the one side and the two defendants together with one Poon Ming on the other, whereby it was agreed inter alia that if the defendant should fail to obtain a certificate or other evidence of his title to certain premises mentioned in the agreement and thereby agreed to be sold to the plaintiff within two years from 18th March, 1903, or if the decision of the Land Court or any superior Court should be adverse to such title (which was the case), the said deposit should be repaid to the plaintiff with interest at the rate of 10 per cent. from the date of the agreement; and $ 37.16 interest on the sum of $950 from 18th March, 1903, till 29th August, 1904. The defendant Ng Sik Ki was sued as surety for the repayment of the deposit and interest. Mr. A. C. Holborow, of Messrs. Deacon, Looker and Deacon, solicitors, appeared for the plaintiff.

Judgment was for the plaintiff with costs, with a stay of execution in the case of Ng Sik Ki pending the stamping of a document which was among the productions.

Monday, 10th October.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUISNE JUDGE.)

A PROMISSORY NOTE CASE.

Kwok Shut Ting sued the Yuen Ling firm for $532.90, being money due on a promissory note for $502.90, dated 11th March, 1904, and $30 lent by plaintiff to defendants on 9th May, 1904. Plaintiff also claimed interest until payment after judgment.

Mr. O. D. Thompson, solicitor, appeared for the plaintiff.

His Lordship, after hearing evidence, gave judgment for the plaintiff with costs.

Tuesday, 11th October.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUISNE JUDGE.)

A PROMISSORY NOTE CASE.

Tam Wan Chi, alias Ning Un Tong, a firm of Canton, sued the Lai Chan Hing firm of jade-stone merchants, 316, Queen's Road, Central, for $667.31, being balance due on two promissory notes dated 2nd December, 1903, and 15th February, 1904. The claim was as follows:—2nd December, money lent, 600 taels, with interest at the rate of 1.06 taels per cent. per month. Taels 62.75 money lent with interest at the same rate amounting to Taels 15.47, total, Taels 878.22. On 16th June there was payment on account of Taels 36 and on 18th September payment on account in the sum of Taels 361.76, leaving a balance due of $667.31, the sum sued for.

Mr. R. Harding, solicitor, of Messrs. Ewens and Harston, appeared for the plaintiff, and Mr. Otto Kong Sing, solicitor, for the defendant firm.

Mr. Harding said the solicitor on the other side (Mr. Otto Kong Sing) would, he understood, consent to judgment.

Mr. Kong Sing signified that such was his intention.

Mr. Harding stated that the sum of Taels 361.76 put down as having been paid on account on 18th September was represented by a quantity of jade-stone bangles and other goods presently in the custody of the Police. There had been some criminal proceedings with regard to these goods, and one of the defendants in the criminal proceedings was the plaintiff in this case. The charge against him was dismissed, but the goods were still in custody of the police pending the decision in this case. He would ask his Lordship to make an order for these goods to be handed over.

His Lordship said he could not order the goods to be handed over.

Mr. Harding then asked his Lordship to make a note in his judgment to the effect that the goods should be delivered up by consent of the defendant, because, he said, he must have something to show the Magistrate to prove that the goods should be handed over.

His Lordship said he would give judgment for plaintiff with costs; if the plaintiff wished to do so he could get a copy of the judgment from Mr. Suffiad (Clerk of the Court).

Execution was stayed for a week.

Wednesday, 12th October.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUISNE JUDGE).

A BRICK CONTRACT.

The Wing Mee firm of brick contractors, 303, Des Voeux Road Central, sued the Po Yick firm, contractors, 259, Queen's Road East, for $364,61, being money owing in respect of 19,000 Amoy bricks sold and delivered to the defendants on 10th September. Mr. J. X. d'Almada e Castro, solicitor, appeared for the plaintiffs, and Mr. T. W. Tso, solicitor, for the defendants.

Mr. d'Almada in opening the case said that some time before the 10th of September his client was interviewed by a broker who undertook to sell bricks to the Po Yick firm and the matter was settled. The bill of lading was accepted and acknowledged by the defendant firm. When the plaintiff company sent round to the Po Yick the latter said the bricks had not been counted. Later they said they had paid the broker for the bricks. Plaintiffs asked defendants to accompany them to the Police Station, and they did so. In the presence of Sergeant Murison, they admitted that they had chopped the chit-book acknowledging the receipt of the bricks.

Thursday, 13th October.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUISNE JUDGE.)

CLAIM AGAINST A CLUB.

The Tack Lee firm sued the Nan Wa Shu Shat Club for $66.70 for goods sold and delivered. Mr. F. X. d'Almada e Castro, solicitor, appeared for the plaintiffs, and Mr. C. F. Dixon, solicitor, of Mr. John Hastings's office, for the defendants.

Mr. Dixon said that in this case he had a technical objection to make against the writ in its present form. The Nam Wa Shu Shat was a small private club, not registered under the Companies' Act, so that any proceedings should be taken against some member and not against the club as a club. With regard to the goods mentioned in the particulars of the claim, they were supplied not to the club or any member of the club, but to a friend of a member who was staying at the club. This man had never been applied to for payment but he was perfectly willing to settle the account as soon as it was presented to him.

His Lordship asked for evidence to be led before he could pronounce upon the objection raised on behalf of the defence.

Mr. d' Almada proceeded to call evidence with reference to the ordering and delivering of the goods.

After hearing witnesses for the other side His Lordship overruled Mr. Dixon's objection, but gave judgment for the defendant with costs

A BRICK CONTRACT.

In the action in which the Wing Mee firm of brick contractors, 303, Des Vœux Road Central, sued the Po Yick firm, contractors, 252, Queen's Road East, for $364,61, being money owing in respect of 19,000 Amoy bricks sold and delivered to the defendants on 10th September, judgment was given for the defendants with costs. Mr. F. X. d'Almada e Castro, solicitor, appeared for the plaintiffs, and Mr. S. W. Tso, solicitor, for the defendants.

MARINE MAGISTRATE'S COURT.

Monday, 10th October.

BEFORE HON. CAPT. L. BARNES-LAWRENCE R.N. (MARINE MAGISTRATE).

REFUSING TO STOP.

Inspector James Kerr, of the Water Police, charged Cheung Kam, master of the launch *Lee Ping*, with refusing to stop his launch when called upon to do so by an inspector of police.

Complainant, sworn, deposed that on the morning of the 9th inst. he was following the s.s. *Bourbon* into the harbour up the Sulphur Channel. In the central fairway he saw the defendant's launch approach and follow the steamer. Shortly afterwards a sampan left the steamer's side, where she had been hanging on contrary to the regulations of the port, and made fast to the launch. Complainant blew the usual police blast for the defendant to stop. Instead of doing so, however, he ported his helm, sheered off, dropped the boat, and steamed to the *Bourbon*. His object in stopping the launch was to take the number of the sampan. He was of the belief that the launch and sampan were acting in concert, as the custom was for the sampans to put touts on board steamers, and the launches afterwards to collect the passengers.

After further evidence the defendant was convicted. In summing up, Hon. Capt Barnes-Lawrence said that the want of attention paid to the regulations of the harbour was very marked, and in order to ensure the same being properly safeguarded the water police must receive every support to which the law entitles them.

He fined the defendant $100 or one month's imprisonment.

ANOTHER CASE.

The same complainant charged three sampan masters with unlawfully making fast to the s.s. *Bourbon* whilst under way within the waters of the Colony, without the permission of the master or officer in charge.

Complainant saw the boats hook on to the steamer, and the touts for baggage climb on board. The vessel was carrying Chinese passengers. The touts had been carrying on this habit for a long time, and for an equal period had been regarded by the masters of vessels as objectionable, interfering, as it did, with the navigation of the vessel, and creating confusion on board. The fines imposed so far had been ineffectual, and reflections had been made on the water police for permitting it to continue. Complainant took the three boats in tow, but was unable to get hold of any of the men who got on board. The boats were passenger sampans.

The men were convicted. In summing up Hon. Capt. Barnes-Lawrence said that these touts had become a nuisance to vessels visiting the port, and were alike a danger to navigation and a source of difficulty and annoyance on board both to passengers and crew. They showed a total disregard of the harbour regulations. The more generally this was known the better. He was determined to see the regulations properly carried into effect. He sentenced the first two defendants—holding licences—to fines of $50 each, or 14 days' imprisonment; and the other man, who only held a permit as preliminary to getting a licence, to a fine of $30 or seven days' imprisonment.

Wednesday, 12th October.

BEFORE HON. L. BARNES-LAWRENCE, R.N (MARINE MAGISTRATE).

OBSTRUCTIONISTS FINED.

Lance-Sergt. Boole, of the Water Police, charged three sampan men with wilfully disobeying the lawful orders of the Harbour Master.

Complainant, sworn, deposed that while on duty in the police launch, coming up to the Harbour Master's wharf, he saw the defendants make fast to the stern of a junk in such a manner as to obstruct the passage of boats coming alongside the pier. The boats were well inside the two marks on the wall. A notice prohibiting the entry of boats inside these marks is conspicuously placed. As soon as the defendants saw the police boat they made off, and paid no attention when called upon to stop.

The men were convicted. Two of them were fined $3 each; and the other, who said he had landed a passenger at the pier—which is contrary to regulations—$5.

THE "SHELL" TRANSPORT AND TRADING COMPANY, LIMITED.

The report states that the directors had hoped to place before the shareholders the adjustment of the accounts as compared with the estimated figures for the year 1902, but, in view of the auditors requiring to have before them the accounts for the year ended December 31, 1903, before they certify final figures, the directors regret that it is not yet possible to do so. They are, however, able to state that apparently the adjustment entails the alteration of the profits for the year from £219,567 to £208,270, or £11,296 less than the figures anticipated in the last report. Shareholders will be asked to pass a resolution adjourning the meeting in order that the profit and loss account and balance-sheet may be made up so soon as the accounts are received from the Asiatic Petroleum Company (Limited) for the first and second halves of the year 1903, the accounts of the company depending on them. The interest due from the Nederlandsch Indische Industrie en Handel Maatschappij, for which no credit was previously taken, will be treated as revenue for 1903. Important developments have taken place in the position of the company, in so far as their participation in the European business is concerned. The cost of shares in the Petroleum Producte Actien-Gesellschaft, shown in the last balance-sheet as £98,500, has been increased to about £161,250, representing one-third of the present paid-up capital of the company, which has been raised to 9,000,000 marks. The remaining two-thirds were subscribed equally by the Deutsche Bank and the Steaua Romana Actien Gesellschaft für Petroleum Industrie. A contract has also been

entered into by which ocean transport is secured. The position and prospects of the Nederlandsch Indische Industrie en Handel Maatschappij have very materially improved. The production of crude oil from the Borneo fields during 1903 was 153,486 tons, as compared with 122,600 tons during 1902. The production for 1904 to August 27 has been 186,359 tons, made up of approximately 53,000 tons during the first three months and about 133,000 tons during the following (about) five months. With the object of more conveniently defining the financial relations between the two Companies, it has been decided to place the indebtedness of the Nederlandsch Indische Industrie en Handel Maatschappij to the Company in the form of Bonds bearing interest at 5 per cent. per annum, repayable from time to time by the Nederlandsch Indische Industrie en Handel Maatschappij, as its funds permit. In addition, a scheme of amortisation, which is thought to be more in accordance with the conditions, has been adopted.

HONGKONG STEAM WATER BOAT CO., LD.

EXTRAORDINARY MEETING.

An extraordinary general meeting of the Hongkong Steam Water Boat Co., Ld., was held on the 10th inst. in the offices of the Company. Mr. Chau Siu Ki (chairman) presided, and there were also present Messrs. Francisco Tse Yat (consulting committee), J. W. Kew (manager), G. C. Moxon, Dr. C. T. Kew, and Mr. H. J. Gedge (solicitor to the Company).

The MANAGER having read the notice calling the meeting.

The CHAIRMAN said—Gentlemen.—I cannot add anything further to what I said at the last meeting, and I now propose that the following resolutions which were passed at the extraordinary general meeting held by this Company on the 22nd day of September, 1904, be now confirmed.

Mr. G. C. MOXON seconded the motion, and it was carried unanimously.

The CHAIRMAN—This concludes the business, gentlemen. Thank you for your attendance.

CHINESE ENGINEERING AND MINING COMPANY, LD.

The report for the year ended February 29th states that the profit and loss account, after providing for interest on the debenture issue, the sum of £10,000 attributable to the year in respect of the redemption of debentures, and the expenses of administration in Europe, shows a balance of £107,502, including £2,119 brought forward. Out of this sum, £4,682 has been written off preliminary expenses, thus closing that account, and £20,000 has been transferred to the reserve for depreciation account, leaving an available balance of £82,820. The board propose that a dividend be declared of 7½ per cent. on the share capital, which will absorb £75,000, leaving a balance of £7,820 to be carried forward, subject to provision being made for income-tax. The sales of coal showed a satisfactory increase over those of the previous year both in tonnage and value, and the board are pleased to be able to state that the sales from February last down to the present time show a further increase in both respects.

CANTON-HANKOW RAILWAY.

Replying to a long article in the *Times*, Mr. W. Pritchard-Morgan, M.P., at the Korean Consulate-General in London, wrote: The very interesting special article of your Shanghai Correspondent, headed "Canton-Hankow Railway," throws much light upon the original intentions of the Chinese Government with regard to railways in China.

Your Correspondent says:—"When, at the close of 1896, the construction of the northern line from Peking to Hankow was successfully urged upon the Throne by Chang Chih-tung and Sheng Ta-jen, the original intention of the Tsung-li-Yamên was to build it with Chinese capital."

I enclose you a copy of a power of attorney by which you will see that on September 2, 1896, within a very few days of Li Hung Chang's leaving England, he authorized me to negotiate a loan in England for ten millions sterling for the purpose of building that railway.

Both the Foreign Office and a great financial house in the City were made aware of that fact, so that England had an opportunity of controlling the first, and beyond all question, the most important railway in China.

This is a link in the story of railway building in China which perhaps you may deem worthy to be made known to those of your readers who are students of the Far Eastern question.

Perhaps when history comes to be written it will be discovered that Li Hung Chang would have preferred doing financial busines with England to any other country."

L'Ambassade Imperiale de Chine.

To all to whom it may concern. I, Li Hung Chang, &c., &c., hereby nominate and appoint William Pritchard Morgan of No. 1 Queen Victoria Street and of No. 4 Whitehall Court, London, Esquire, Member of Parliament to act for me and for the Chinese Government to negociate a loan for Five Millions sterling in the first instance and for Five Millions sterling afterwards for the purpose of building railways in China upon such terms and upon such conditions as he, William Pritchard Morgan may consider advisable but he has no power to conclude any such negociations without my express consent and permission. The maximum interest not to exceed three and a half per cent the railway to serve as security and the Government guarantee payment of interest and principal in thirty years—in the event of the Railway Co. failing to pay—the security of the bondholders to be discharged and the railway to belong to the Chinese Government.

Seal (Signed) LI HUNG CHANG.

Dated at New York this second day of September 1896.

Witness Chihc'en Taotai Lo Feng Luh K.C.V.

SHANGHAI GENERAL CHAMBER OF COMMERCE.

TRADE MARKS REGULATIONS.

As the outcome of the deliberations of the sub-Committee appointed by the Special General Meeting held on 22nd inst., the following letter has been forwarded to the British Minister, through H.B.M.'s Consul-General, Sir Pelham Warren, K.C.M.G., and is now published for general information.

LESLIE J. CUBITT,
Secretary.

Shanghai, 30th September, 1904.

To His Excellency,
SIR ERNEST SATOW, G.C.M.G.,
H.B.M.'s Minister Plenipotentiary,
Peking.

Your Excellency.—I have now the honour to lay before you in detail, the views of this Chamber regarding the Provisional Regulations for the Registration of Trade Marks, which Regulations were submitted to the consideration of a Special General Meeting of Members on 22nd inst. A copy of the Minutes of that meeting is enclosed herewith for reference.

The convening of that Meeting had its origin in the receipt by this Chamber of a communication from Mr. J. W. Jamieson, H. B. M.'s Commercial Attaché, stating that he had received a telegram from Your Excellency to the effect that, regarding the postponement of the coming into force of the Regulations for six months, as requested by this Chamber and other Commercial Bodies, you would find yourself in a better position to formulate a request to the Chinese Government, were you placed in possession of the views held by the Chamber of Commerce and other Commercial Bodies on the various points requiring, in their opinion, further consideration, and should you consider them of sufficient importance to warrant a re-opening of the question.

I beg to say by way of preface, that there is no feeling of antagonism among the mercantile community here on the subject of Trade Marks legislation generally—on the contrary, the desire is as strong as ever, to have the provisions of Clause VII of the British Treaty of 1902 given effect to by an effective system of registration at a reasonable fee. I would also add that, in reading the Regulations and criticising them this Chamber has adhered solely to the translation made by Mr J. W. Jamieson—copy of which I have the honour to enclose.

I think it of importance that this should be mentioned as there are other translations, emanating from official sources which differ in some respect from that which has been laid before this Chamber, and it is possible that some of the clauses which now appear ambiguous, may be capable of explanation in this way.

The grounds on which the request for postponement is based are, that further consideration is deemed advisable on the following points, and that as many firms and individuals here are acting as Agents for others in Europe, there is not sufficient time before 23rd October for those so situated to consult their principals and to receive their instructions.

The Registrar.—It is not stated in the Regulations whether this official is to be a Chinese or a Foreigner, nor is any provision made for appeal against the Registrar's ruling to a higher authority—a reconsideration of ruling by the Registrar himself only being referred to in the scale of Fees.

This Chamber respectfully urges the importance of the Registrar being a Foreigner who shall be an expert in the matter of Trade Marks, and the desirability of Appeal from the Registrar's ruling to the Foreign Ministers at Peking.

Language.—The Regulations, as they stand, require that Foreign Applications be accompanied by Chinese translations. This Chamber is of opinion that Foreign Correspondence should be admitted in the English language only for the following reasons:—

(a) According to Clause VII of the British Treaty 1902, the Registration Offices are to be under the Imperial Maritime Customs. In all Departments of the Customs, English is the universal language for the transaction of business with foreigners, and there would appear to be no sufficient reason why an exception should be made in respect of the Registrar's Department—more especially as the staff will be foreign and English is the one language common to all the nationalities of which the Customs staff is composed.

(b.) The Applicant would be entirely in the hands of his translator in making his application and might subsequently find that the Registrar would not accept his translation as correctly conveying his intentions at the time of Registration.

(c) The applicant would be put to considerable expense in the matter of translations.

Head Office and Branch Offices.—While this Chamber would view with satisfaction the establishment of the Head Office at Shanghai, as being the commercial centre for Foreign Trade, it is of opinion that failing this, it is essential, in order to avoid delay, that the Shanghai Office be empowered to issue Certificates and transact business connected with Trade Marks generally, subject to veto by the Head Office at Peking.

Scale of Fees.—It is the unanimous opinion of the Members of this Chamber that the scale of fees is contrary to the spirit of Clause VII of the British Treaty 1902, which stipulates that Foreign Trade-marks may be registered at a *reasonable fee*. It is also defective in omitting to state whether the fees, as stated, are payable for registration in *each class*, or constitute an inclusive payment for one mark in *all classes* at the option of the Applicant.

In this connection, I may state that there is considerable doubt as to the interpretation of Regulation 11 and Detailed Rule 21. These two paragraphs appear to impose upon Firms making any change in their partnership arrangements, the necessity of paying Tls. 20 per mark for the recording of each such change.

As the admission and retirement of partners in Firms in China are of such frequent occurrence, this regulation would involve a very serious outlay and would, for this reason, call for a strong protest on the part of this Chamber.

On the other hand, if this is not the intention of the Regulations, an amendment of the wording in order to obviate any possible misconception on the point, is held to be important.

Protection of Marks Registered Abroad and Marks that have been used in China for over two years prior to the Application for Registration.—Regulations 8, 19, and 21 contain the

provisions for the protection of established marks, such protection consisting in the fact that such marks "cannot be registered"—(I may here note that other translations interpret this "will be refused registration") and in the event of infringement, the proprietor has the right to proceed against the offender who (if he be a Chinese) on the case being proved will be punished.

This is the reading of the regulations by one section of the Members of the Chamber, while there is another section to whom it is not clear that these three articles contain *even efficient protection* for old marks which are *not* registered in China.

But assuming that the former interpretation is the correct one, it means that the proprietors of old marks must keep a constant watch, permanently, in order to see that their marks are not being infringed—a contingency that would certainly arise otherwise, as the marks not being registered, the Registrar would not, at the time of application by another, be in possession of the information which would justify him in refusing registration.

The constant necessity of such vigilance, apart from the payment of examination fees, would become an intolerable burden, but to adopt the alternative of registering all old marks would cost many of the older firms in Shanghai from Tls. 10,000 to Tls. 20,000 under the present scale of fees.

As it was evidently not the intention of the British Government when making the Treaty, that Merchants should be in a worse position than they were before, this Chamber cannot doubt that a more reasonable and less burdensome form of protection than the present Regulations contain will be insisted on.

In all countries where Trade Marks are protected, protection is based on Registration, which appears to this Chamber to be the only sound basis, but the cost of registering 200 or 300 marks under the scale laid down in Regulation 23 is prohibitive, and this Chamber ventures to suggest that the difficulty might be met by requiring owners of Trade Marks registered abroad, and marks which have been used in China for over two years, to deposit such marks with the Registrar, accompanied by satisfactory proof of title, in order that the Registrar might have in his possession the necessary particulars for reference when considering applications. Should this suggestion not meet with approval, another way out of the difficulty might be found in permitting proprietors of such marks to register the same for the payment of an initial fee of, say Tls. 30, and a further fee of Tl. 1 for every mark so registered.

Finally, this Chamber is strongly of opinion that it is very desirable that an authorised English translation of the Regulations be issued which shall be accepted as the official guide in dealing with all Foreign Trademarks.

In giving the foregoing details, it has been my aim to dwell only on those points which appear to be of fundamental importance and to pass over minor ambiguities, which one may suppose will receive attention before the Provisional Regulations are made absolute.

I have endeavoured to show that the claim for an extension of six months is well founded, and I earnestly trust that Your Excellency may consider that the reasons given warrant your making a request to the Chinese Government in this sense.

I have the honour to be, Your Excellency's most obedient and humble Servant, WILLIAM D. LITTLE, Chairman.—*N.-C. Daily News.*

PAKHOI.

(FROM OUR CORRESPONDENT.)

7th October.

AN OTTER CAUGHT.

An otter was caught by some fishermen a few days ago. I am told it was taken to the market and retailed for consumption. As it is not an animal commonly seen here, it soon attracted a crowd of onlookers who were eager to have a peep at the strange creature.

TRAVELLERS.

Mr. and Mrs. Archibald Little were passengers on board the s.s. *Hue* on the 23rd ultimo, bound for the North; having come from Ch'en-tu-fu (Si-ch'uan) overland to Tonkin.

A FORTUNE-TELLER BEHEADED.

A fortune-teller was decapitated here on the 27th ult. for being implicated in decoying or kidnapping for ransom a boy from a village called Hoong Hom, situated near the sea. Six hundred dollars were asked for the release of the boy, which sum was paid through the "wizard," who undertook to restore the boy to his parents.

ANOTHER WIZARD'S END.

During a heavy rain on the 1st instant, another fortune-teller was struck by lightning. He was in the act of taking down his cloth sign-board, hanging outside his door, when he was struck and killed instantaneously. The fact of two of the "profession" coming to such undignified ends within four days will certainly shake the faith of their clients.

MEN-OF-WAR.

The German man-of-war *Iltis* arrived on the 24th ult. from Hongkong and left on the 26th.

The French men-of-war *Aspic* and *Estoc* arrived on the 4th inst. from Kwang-chow-wan and left yesterday for Haiphong.

KWANGSI PROVINCE.

[FROM OUR CORRESPONDENT.]

Kueilin, 20th September.

The news of the past month has not been of an exciting order. The rebellion is, I suppose, still going on somewhere, for there are continual rumours coming in. One is to the effect that the Viceroy's troops have surrounded the rebels, but one has heard this sort of thing so often, and nothing come of it, that it will probably be the same in the present case. Some of the people will doubtless be killed, innocent with the guilty, and then things go on as before. To anyone who knows the character of the country, range on range of most precipitous mountains, full of the caves and fastnesses with ways of escape in all directions, the idea of putting down the rebellion with the troops at the disposal of the Viceroy seems rather hopeless.

Besides this, it must be remembered that a large proportion of the people are rebels and citizens by turns, just according as the wind blows for the moment. The passage of troops through a district makes all the people citizens for the nonce, but makes them all the more determined to be rebels as soon as their persecutors and oppressors, the troops in question, have departed. The troops apparently have no proper commissariat department, but each squad of ten men has to forage and provide for their wants as best they can. In vain does the Viceroy put out proclamations that they must pay for all they get, but how does H.E. expect that such counsels of perfection will ever be carried out? As a matter of fact the troops are just as much raiders, if reports are to be believed, as the rebels. In the case of large bodies of troops stationed at particular places it is probably not so, but to suppress the rebels the troops must split up into small companies to scour the country. Then the country feels the burden too heavy to be borne.

I think that it is hopeless to expect the rebellion to be put down by force, except it be by the complete extirpation of the populace. Report has it that this is what the Viceroy intends to do. If so his fame will excel that of Judge Jeffries.

Another report says that the rebels are to be captured and sent down to Wuchow to be exported as coolies to the Transvaal. This is certainly preferable to wholesale slaughter, but again the question arises, How is it to be done? Of course the population of whole villages may be captured and all the men be exported, but who is to be responsible for the women and the children? Is the land to be turned into a wilderness? The chief need of Kwangsi is population. How then can such schemes be anything but the counsel of despair? For more than sixty years the province has been devastated by one rebellion after another, the Taiping, the Mohammedan, etc., until now the land is weary. It wants rest. This cannot be obtained by feeble displays of force. They only aggravate the disease. If only the troops sent out were all transformed into road-makers, to open up the means of communication, with the establishment of police centres, I believe the distressed areas would soon settle down. With the means of communication open it would certainly be profitable for the people to export their produce. With rice a little over a dollar silver for a hundred catties, it can be seen what possibilities lie in the direction of opening up the means of communication.

On August 21st the Viceroy opened in state the reorganised Provincial College. The additions to the buildings make it really a fine block of buildings. The visitors' reception room would do credit to any Hongkong builder. One item of interest is the forty bathrooms for the use of the students. One hopes that they will be well patronised. The college is for about two hundred young men and boys. The present head is a promising Taotai, Seng by name, who has had some experience of educational affairs in Japan. If only an efficient staff back him up much superior results should be forthcoming to those produced by the inane attempts of the past five years.

Several officials have been beheaded for their supposed culpability in not preventing some phases of the rebellion in their districts. One cannot but feel sorry for them, for in some cases it was the scheming of higher officials that produced the latest outbreak.

A VISIT TO THE FORMOSAN HEAD HUNTERS.

(FROM A CORRESPONDENT.)

While in Formosa two months ago I was fortunate enough to be able to pay a visit to the borders of the savage territory. The centre of the island is inhabited by eight tribes of aborigines, who, although they have been driven from the lower parts of the island, have made good their stand in the mountains, where no stranger can penetrate save at risk of his life. For hundreds of years these tribes have withstood their enemies, Portuguese, Dutch, Chinese and Japanese in succession, and in all probability they will remain in possession for many decades to come. It is quite out of the question to attempt their extermination, for the hills are their fastnesses and they are in great numbers. The Japanese, recognizing that systematic warfare against them is impracticable, have adopted the wiser policy of conciliation, entirely dropping the treacherous methods of the Chinese. They are establishing a chain of posts, which is intended in time to completely encircle the savage territory. Each of these border posts is in constant communication with its neighbours. The telephone is used, and daily visits are paid from the bases by patrols of armed police, so that there is no danger of their being cut off. The savages are encouraged to come in and barter goods, and are always well treated. Some of the children have been sent to school in the capital, and so it is hoped that civilisation will be gradually introduced among them.

There is something very attractive about a people which has never known a master. Wild and cruel they may be, but yet liberty has existed among them from the dawn of history. A visit to them is of the greatest interest, and there is also an element of danger which adds a spice of excitement. Only last year a band of Atayals, the most northerly tribe, travelled swiftly down from the hills ten miles from the capital, and all unobserved crept in the dead of night into Banka, a suburb of Taihoku, where they began an indiscriminate massacre. The police and military were called out, and soon dispersed the savages, but not before they had taken as trophies over a score of heads. A raid on this scale is of course rare, but not infrequently a single savage will pounce down on a solitary Chinaman, and carry off his head into the hills, where in a moment he is beyond all possibility of capture.

Having taken in all that I could about this people, I set off at six one morning from Taihoku. Two hours' jinricksha ride brought me to Shinten, where a courteous constable procured a mountain-chair for me. Two more hours over rough mountain tracks, three times ferried across a foaming river, and I arrived at Kutsshaku, an outlying village of the Pe-po-hoan (civilised aborigines who dress in Chinese style). Another mile and I was at Dogura, the first border post. An aqueduct is being built beyond this place, and hundreds of coolies—many

of them Japanese—are at work on it. Here the mountains narrow to form a gorge hundreds of feet in depth, at the bottom of which the river dashes on its way over huge boulders.

Dogura is the first of three posts built on the bank of the river. At the second of these I had my first view of the savages, who had come in to taste the sweets of civilization in the form of samshu and tinned stores. In return for these they had brought in deer-horns and hides. They wore nothing except a loin cloth and were all armed with long heavy knives two feet long; their rifles had been left behind, as there is some risk of their overpowering the guard. Two or three women had come in also, and their dress and appearance marked them as being of a different race from Chinese and Japanese alike. The married women wear only a petticoat, but the maidens are dressed in very stylish fashion—their garments being a bright scarlet colour, while to add to their beauty they wear carved and painted pieces of bamboo through their ears. Men and women alike have their faces painted in a peculiar fashion, green being the fashionable colour.

I was as interesting to the savages as they were to me; for it seems that foreigners have only on one or two occasions penetrated to this part of the border. I was received in a very friendly way, but at the same time I felt that no trust could be put in the savages, whose faces bore the stamp of treachery and blood-thirstiness.

Thanks to the kindness of the chief inspector, with whom I was fortunately able to converse in Japanese, I went up to the remotest post. With an escort of sturdy little Japanese, I followed a path leading for five miles along the valley, through which the foaming river dashes its way The hills here are covered with vegetation so dense that it is impossible to make one's way through it, where the unfriendly savages might be lurking, so that altogether it was an uninviting forest, though the variety and rich colour of the foliage made it very beautiful. The whole scene—the lofty hills, the roaring river, and the dense green forest, was most romantic, and the sense of hidden danger added to the feeling of adventure.

At length, shortly after passing a sulphur spring, we reached the last post, where I was received with the unfailing courtesy of the Japanese. One cannot but be impressed by these gallant policemen, who live in the midst of danger no less real because it is unseen, and are constantly exposed to attacks of fever in this lonely spot: but who are always cheerful and happy in the performance of their duty. Beyond this spot no-one can go; the silent forest stretches for mile after mile beyond the ken of civilised man, its denizens, man and beast alike, savage and unapproachable. Such was my visit to one of the few places in the Far East where civilisation has not yet laid her hand.

CORRE-PONDENCE.

:o:

SHOPPING HOURS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—One is rather surprised to see one of the oldest and most progressive European stores in the Colony taking a retrograde step by extending their hours to 6 p.m., thus compelling smaller European stores against their own desires to follow their example.

By mutual consent the Colony has fixed the hour of closing as five o'clock, and since time immemorial this custom has been duly observed. To many this divergence from hoary custom may seem a trivial matter, but experience in the past has proved that often these "thin end of the wedge" movements have in the end influenced the community at large.

Surely the hours are already long enough for such an enervating climate, and the hour between 5 and 6 is just the one most required—either as a rest before the dinner preparation, or for the purpose of exercise. It is to be sincerely desired that the shopping public will discourage a movement which tends to lower the standard of European stores, and bring them down to the level of a Chinese "catch-penny."—Yours faithfully,

TAI-PAN.

PATENTS IN HONGKONG.

SIR,—I have a simple little invention for supplying a cheap article that is used largely in the Colony and other parts of the East, and I want local protection for it. I am told that before I can apply to the Governor for a patent I must first have an English patent, which would be of no use to me, as the article is not used in Europe, and preliminary expense is an item I cannot afford to any large extent. Can you or any of your readers tell me if there is no simply local protection available? Any information would greatly oblige, yours truly.

SUBSCRIBER.

[Apparently, reading the two ordinances relating to patents, our correspondent has been correctly informed; but it is really a question for the lawyers. Perhaps some local patentee will give him the benefit of his experience. We think if our subscriber has an idea for supplying a popular want, he should protect it at Home as well as here, if it is something that can be imported.—ED.]

WHARF COOLIES.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Can you explain why in Hongkong the coolies who hang about the wharves to carry luggage are not licensed?

It is a source of annoyance not only to new arrivals but to old residents to have to employ them on account of the impudence that they give and the excessive payment demanded by them.

If the Government are so anxious to raise revenue that they have to endanger the health of the colony by cutting down trees, surely a small sum charged for a porter's license would be of assistance to them.

If the coolies were licensed a proper scale of charges could be drawn up which would enable one to know what to pay and would also enable one, by taking their number, to report any offence of theirs to the Police; but at present it is impossible to do anything else than submit to insult and extortion.—Yours truly,

VICTIM.

"SHOCKING HOURS."

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—"Taipan's" letter in your issue of Saturday last is a righteous outburst against an attempt to level the white worker to the plane of the Chinaman by curtailing his time for recreation. Confinement in a store, attending the wants of a very difficult class of customers from 8.30 a.m. to 5 p.m., is quite long enough; and a little healthy outdoor recreation is an essential both from the employee's and the employer's view point, as better equipping the employee for the next day's work. . . .

And with, approximately, 50 lights burning at a cost of, say, $3.50 for the hour, the dollar, or thereabouts, trade that has been done each evening up to the present proclaims the scheme a failure.

The draper's clerk has in the past borne his burden long and patiently, but even a camel will "hooshta," if his load be in excess of his estimate of a fair thing. Now the draper's clerk, like unto the camel, is universally regarded as a docile creature, but there is a limit to human forbearance, and the recent action of the knights of the counter in Belfast is the bending of the camel's knee. . .

If my memory serve me rightly, at the last meeting of the shareholders of this very estimable establishment a motion was unanimously passed conveying to the employees the shareholders' appreciation of their zeal and close attention to their duties. May I ask is the extra hour infliction a material token of their gratitude?—Yours, &c.,

PAUL POSSUM.

[Both an employer and an employee have now expressed their views of what we are informed is an innovation. What have the customers to say on the matter? The subject presumably has more than one side.—ED.]

PATENTS IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Adverting to the letter of "Subscriber" in to-day's issue of the *Daily Press*, I would point out that the "Ordinance to consolidate and amend the Law relating to the grant in this Colony of Letters Patent for Inventions" (No. 2 of 1892) is perfectly clear as to the possibility of doing what "Subscriber" wishes.

Sec. 2 Sub. sec 1 reads:—"It shall be lawful for the inventor or for the owner . . . . . of any invention or of the exclusive right thereto in this Colony to petition the Governor for Letters Patent for any invention *for which Letters Patent have already been granted in England.*

It may further satisfy your correspondent if I say that a short while back I was asked to consider the question by a client, but I was of opinion, after going thoroughly into the matter, that unless the patent was first registered at home it could not be registered here.—Yours faithfully,

AREH.

A COMMERCIAL PROBLEM.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 12th October.

SIR,—I shall be glad if any of your readers will give an expression of opinion on the following commercial problem, or refer me to some authority on the subject:—

1st.—In the case of goods to a neutral port in a neutral vessel contracted for on a cost, freight and insurance basis *before* the outbreak of hostilities, is the seller or buyer responsible for war risk?

2nd.—In the case of goods to a neutral port in a neutral vessel contracted for a cost, freight and insurance basis *after* the outbreak of hostilities, is the seller or buyer responsible for war risk?

Enclosing my card.—Yours, etc.,

S. B. A.

SCURRILOUS PUBLICATIONS IN PEKING.

We have been waiting for some time past to see whether any notice would be taken in Peking of the insignificant looking little sheet published in the simplest vernacular that all may read, the *China Hua Jih Pao*; but apparently neither the Chinese authorities nor the Foreign Legations have recognized its pernicious influence. In any other country the absurdity and obvious inaccuracy of the statements made would suffice to defeat its own ends, as among European peoples an exaggerated and burlesque style of journalism rarely achieves anything beyond its own discredit. But in China it is otherwise, and no assertions with regard to foreigners or Western institutions and doctrines are too far fetched and ludicrous to admit of acceptance. We must always remember in considering Chinese questions that we are dealing with a people who in the mass can still believe a posse of soldiers can travel in a Saratoga trunk, and the banging of a tin can save the moon from premature destruction. What more readily digested, then, than the much more reasonable suggestion that the men carried away over the unknown seas are going to certain tyranny, bondage, and untold suffering? Though the emigration work is an exclusively Anglo-Chinese interest, we have alluded above to the Foreign Legations collectively and not to the British Legation exclusively because we have also to remember that an indignation consciously or unconsciously excited by one Power acts indirectly on all, and insults and falsehoods permitted against one class of "foreigners" are apt to come home to roost, like curses, on all irrespectively. The condition of the country at the present juncture is distinctly tindery. Any spark however small may fan into a flame, and it behoves all nationalities to preserve a unitedly firm front and resolutely quell anything which savours of popular excitement and hostile prejudice. We fear that there is once more an inclination in Peking to say 'it is naught' when significant indications are drawn attention to, and once again we reiterate our cry of four years ago that timely action will save trouble. This scurrilous sheet which is permitted to breathe forth its lying fables in the ears of the masses will stir up a feeling of alarm and an hysterical apprehension

which will quickly cease to discriminate between national and national, if any distinction even now exists.

Here is a specimen translated: "We have repeatedly referred in our columns to the enlistment of coolies for the Transvaal mines by the British Government, and the conditions of the same. This step is due to the greediness of the English people for gain. Now we hear that, although the Englishmen are employing the coolies in the same way as horses and cows, yet they illtreat them by giving them only $12 50 per man per mensen while they have to pay as much as $50 to each of the native negroes every month. This is really a great insult to the poor country people who are mostly enticed by sweet words to go abroad by low class Chinese contractors. But as the coolies are so poor and ignorant they are willing to go there and give up their lives to the British mine owners instead of listening to the good advice of their fellow countrymen. What a pity this is. Now the Governor of Shantung has received a letter from some Chinese merchants abroad giving details of the way the coolies are illtreated and insulted in South Africa at the hands of the merciless mine owners whose actions are beyond the power of the pen to describe On account of this H.E. Chou-fu has informed, the British Consul at Chefoo and had the coolie emigration in the province stopped at once. We congratulate the people of Shantung on having such a good and clear-headed Governor to look after their interests."—*Peking Times.*

THE "FATHOMER."

TO BE LAUNCHED THIS MORNING.

The s.s. *Fathomer*, a new vessel built by the Hongkong & Whampoa Dock Co., by order of the United States Government, for the Philippine Island Coast and Geodetic Survey service, will be launched at the Kowloon Docks this morning at half-past eight. Work on the vessel was commenced last January. She is a single screw steel steamer with two masts and one funnel. Her length over all is 152 feet; between perpendiculars, 144 feet; breadth moulded, 25 feet; depth moulded, 12 feet 6 inches. She will be a ten knot vessel, the engines being compound surface condensing. The diameter of the cylinders is 17 inches and 36 inches, respectively; length of stroke, 24 inches. The boiler is of the cylindrical return-tubular pattern. Its length is ten feet by a diameter of 13 feet 3 inches. The working pressure is 120lbs. to the square inch. The vessel has been built under Lloyd's special survey. She is a pretty model; and is to have all the latest appliances for deep-sea sounding and survey work. Regarding her accommodation, it is, taking into consideration that the vessel will only have to carry her own stores, very roomy indeed; and the officers' cabins and crew's quarters will be superior to what one usually finds in mail steamers and money-making freight ships. There is a main deck, lower deck and bridge deck. Included in the special fittings and accessories for quick working will be a steam pinnace. The draughting room, where the civil engineers do all their exquisitely fine work making charts, will be well equipped. The sounding machines, too, which will be workable by steam, are perhaps more interesting than anything else with which the vessel is to be provided. When sounding, a very heavy shot is lowered to a great depth by a very fine thread of steel wire. As soon as it comes in contact with the bottom of the sea it automatically detaches itself, leaving nothing for the little steam windlass to heave in but the wire and two small attachments. These attachments consist of a brass case containing a glass tube, and a fixture for bringing to the surface a specimen of the bottom of the sea, sand, shell, or mud as the case may be. The glass tube is closed at one end, while the inside, like Lord Kelvin's patent, is lined with a discolourable red substance. The greater the depth the farther the water presses into the glass tube, so the actual sounding is discovered by measuring the discoloured lining when the wire is pulled in. When sounding around the Philippine Coast the *Fathomer* will at times tow one of the heavy sounding shots at whatever depth it may be deemed advisable; so as soon as the vessel gets into shoal water the shot will strike bottom, and detach itself, an electric bell at the same time giving an alarm on deck. The steam pinnace will be used for taking soundings in shallow bays, narrow waters, etc. When under commission the vessel will probably work all day, and run into one of the many coves which abound in the Insular waters to put up for the night.

The officers on board the ship will, with the exception of a couple of watch-keeping officers, the doctor and mechanical engineers, be civil engineers. Capt. Yates, commander of the vessel, is also a civil engineer, and not a nautical man in the sense of the term as generally used. He has, however, while working himself up to his present position, on board various U.S. coast surveying ships, gained an extensive knowledge of both navigation and seamanship. Capt. Yates will launch the vessel.

THE TIBETAN TREATY.

The text of the Anglo-Tibetan Treaty has been reported to the Peking Government by Yu Tai, the Imperial Chinese Resident at Lhassa, and the Waiwupu has wired Yu Tai to protest against the text of the Treaty. Yu Tai then wired and reported to the Waiwupu that though the Lhama had consented to sign the treaty it had not actually been signed, and it was desired by the Imperial Chinese Resident that the Waiwupu should take steps to negotiate with the British Minister at Peking.

The Waiwupu, after receiving the text of the Tibetan treaty, was greatly surprised, and President Na Tung of the Waiwupu has interviewed President Sung Kwei of the Board of Works (who was Imperial Resident at Tibet from 1874 to 1884) and consulted about the matter. President Sung Kwei, contrary to the expectation of President Na Tung told him that Tibet is a barren country and there is no vegetation, and when he was at Tibet as Imperial Resident he felt he had been banished at a military post road. Then Na Tung asked him if there were any mining products, and also if it had strategical importance, but Sung Kwei could not give any guiding answer. Thus Na Tung was greatly disappointed, and then went to see Tartar General Chang Keng who was Imperial Resident at Lhassa in 1888 Tartar General Chang Keng, though he stayed at Lhassa for only several months, yet he knew the place minutely. The Waiwupu intended to despatch the Tartar General to Lhassa, but he has declined the offer, saying that he has no experience in the matter of diplomatic negotiations, and thus Taotai Tong of Tientsin has been appointed to proceed to Tibet to negotiate the matter.

The Ministers for the United States, Italy and Germany, after reading the text of the Tibetan treaty, have protested against the treaty, and have informed the Waiwupu that in case China enters into a treaty with any power there is a most favoured nation clause, but in the case of the Tibetan treaty there is no such clause, which means that Great Britain alone will enjoy the benefit of the treaty, and if China allows such a treaty all the powers will take steps to enforce their views against China, while if China does not consent to the treaty it means that Great Britain is the only power to say anything about it.—*Universal Gazette.*

ANOTHER CHINA MEDAL BESTOWED.

Since the issue of the official Regulations regarding the award of the Transport Medal, the Merchant Service Guild have, on several occasions, made official representations to the authorities as to their stringent character, whereby the services of many captains and officers of merchant vessels engaged during war-time were quite ignored. The medal is confined to those who have served in "Chartered Troop Transports," consequently those serving in other vessels carrying troops, horses, mules, Government stores and munitions of war generally, have been debarred from obtaining the Transport Medal, though the work in which they were engaged was manifestly just as important as that carried on by the other vessels. The British steamer *El Dorado*, commanded by Captain Lewis H. Tamplin, was chartered to serve in connection with the Indian Transport Department during the war in China. The service to which he was detailed consisted in taking troops and animals from the large transports and running them to the landing base at Taku. This comprised several miles of intricate pilot work in a crowded and narrow river, and the work was carried on night and day in all weathers, without the slightest accident happening. It is noteworthy that vessels engaged by other maritime nations all employed pilots, many of whom have been officially decorated. Captain Tamplin had the honour of special mention in General Gaselee's despatches from Peking, being the only civilian bracketed with officers of the Royal Navy and Royal Indian Marine. He also received a letter of thanks from the head of the Indian Transport Department. The *El Dorado* not being a "Chartered Troop Transport," according to the definition of this term contained in the Regulations, Captain Tamplin was not eligible for the Transport Medal The Merchant Service Guild have represented this fact to the Lords Commissioners of the Admiralty, urging that the excellent services of Captain Tamplin merited due recognition. The Guild have now received a reply stating that the Admiralty have decided to award the China Medal to Captain Tamplin, and that it will be forwarded in due course to that gentleman.

CHANG-CHIH-TUNG'S ADVICE.

Under pressure from the British Minister the Wai-wu-pu has telegraphed to H.E. Viceroy Chang Chih-tung to inform him that a telegram has been received at Peking from the British Consul at Li-chang to the effect that owing to the recent murder of a Roman Catholic priest at Chih-nan Fu in Hu-pei by native bandits, the Catholic converts have circulated groundless rumours that the Christians caused the bandits to commit the murder, and adding that they will take revenge. Viceroy Chang has therefore issued a proclamation commanding the local authorities in the various districts to do their best to protect the Protestant Christian and preserve peace among the converts of the two religions. He adds that the trouble was raised entirely by ignorant and evil persons at Chih-nan, and owes its origin to some small disputes between the two parties at that time, and had nothing to do with the Protestant Christians. As the two religions sprang from the same God he confidently advises the followers of both beliefs to live in harmony with each other instead of making false accusations, because the objects of the two missions are to exhort people to follow in the path of virtue, and to treat one another like brothers, and it will be shameful if the converts of both missions cannot live in peace between themselves. H. E. concludes by saying that constables and runners have been sent out to capture the ringleaders responsible for the late riots, and they will be severely punished when apprehended. But if any converts of either mission make groundless accusations against each other, or do anything detrimental to the peace of the place, they will also be punished because they are still Chinese subjects and amenable to the laws of the country, although they have become converts of foreign missions which can do nothing to protect them.—*Tientsin Official Gazette.*

BOXERISM IN HANKOW.

Boxerism is not dying out and now that the busiest part of the harvest season is over, is beginning to show itself in Honan by the usual method of placards. The following is a translation of one posted.

"The unavoidable calamity is at hand. Blood and water will flow in floods. Foreigners come in shoals and settle everywhere. The movement of soldiers will begin at Hsiao-yang (10th moon) and the night man will appear. When the five tigers come on the scene the foreigners' life will be a thing of the past. The Middle Continent will with difficulty be kept intact. Her hills and citadels are worth striving for. On both sides of the railway great disorder is evident. The suffering of the people is full.

"Those who grasp the meaning of this should avert the calamity and flee for their lives, thus saving their whole family to the third generation."

It is not easy to get at the exact meaning of the above, but doubtless the initiated know what is meant. Another proclamation was issued ordering all foreigners to be killed on the 15th of the 8th moon; immediately afterwards all the followers of the foreigner are to be dispatched and an advance is to be made on Peking. The officials are very loth to take steps to suppress these secret societies of which the country is full.

All the crops have practically been gathered in, and farmers are rejoicing in what they call a "nine-tenths" harvest, the best for eight or nine years in this district. Ordinarily good crops mean a cessation of rumours and trouble, but some think that revolutionary methods are rather helped than suppressed under such conditions. Anyhow, unless some measures are taken to suppress these societies the government will find out too late the extent to which they have grown.

The wording of proclamations concerning the increased taxation is increasing and intensifying the hatred against the foreigner. Whenever some new form of taxation is put forward "p'ei-yang-k'uan" (pay the foreign indemnity) occupies a prominent place.

ENTERTAINMENT BY THE CATHOLIC UNION.

On the 8th instant, before an appreciative audience, the members of the Catholic Union produced as their eighteenth performance a drama in five acts, entitled "St. Louis in Chains," translated from the French.

The piece as a whole was very good, and acted in a manner quite above the ordinary amateur standard, showing evidence of careful coaching. The "star" part, St. Louis, was admirably portrayed by Mr. F. H. Barnes, who revealed the monarch's righteous anger in a natural and emphatic manner. Next in merit to Mr. Barnes we are bound to place Mr. J. D. Osmund, whose Adhomar was acted in a way which showed he had a thorough grasp of the character. Mr C. M. Soares was the "Sultan of Egypt." As Octai, Commander of the Mamelukes, Mr. J. McLopes did well. The minor parts were well sustained, and repeated applause testified to the keen appreciation of the audience.

The important duty of the designing of the costumes was entrusted to Mr. F. H. Barnes, who effected a very faithful representation of Oriental dresses with limited materials, while a considerable contribution to the success of the performance was due to the excellent stage management of Mr. M. J. Danenberg. In the concluding farce, "Blue Devils," the players "let themselves go" more, and evoked both mirth and applause. During the intervals the *Sociedade Philharmonica* discoursed a selection of music in a creditable style. The performance was repeated on the 15th inst.

PILOTS' EXAMINATION.

FOUR EUROPEANS PASS.

Five European candidates for Hongkong Pilot Certificates were examined at the Harbour Master's Office on the 13th inst. Four passed the and other failed.

The successful candidates were Captains Mason, Walker (master of the river steamer *Kwong Tung*), McIlroy and Bell Smith.

The examiners were Mr. Basil R. H. Taylor, Assistant Harbour Master; Lieut. Knox, R. N. (King's Harbour Master); Capt. Brown, of the Hongkong and Kowloon Wharf and Godown Company; Capt. McIsac, of the Hongkong and Whampoa Dock Company's tug *Robert Cooke*; and Capt. Hall, the surveyor.

The certificates will not be issued till enough pilots pass to fill in the limited number of licences—ten—to be issued. The ordinance will then come into force, and unlicensed pilots will not be allowed to ply.

There has been some talk amongst the European candidates of running a pilot launch.

HONGKONG WEDDINGS.

On the 13th instant Mr. W. H. Williams, head master of Saiyingpun Anglo-Chinese School, and Captain of the Hongkong Football Club, was married to Miss Emily Watkin, of Birmingham, who arrived by the N. D. L. s.s. *Prinzess Alice*. The ceremony was performed at the Union Church, by the Rev. C. H. Hickling. Mr. E. F. Aucott acted as best man, and Mrs. Hooper in lieu of bridesmaids. Mr. Owen Hughes gave the bride away. The wedding dress was of ivory crêpe de Chine. A very fair number of friends of both bride and bridegroom were present, those of the bride being passengers by the *Prinzess Alice*. At the conclusion of the ceremony the newly-wedded couple walked down the aisle to the strains of the Wedding March, played on the organ by Mr. W. Brand. After the usual showers of rice, Mr. and Mrs. Williams went in chairs to Tang Yuen Boarding House, where they intend to reside. Here, friends gave them hearty congratulations. There were many beautiful presents. Mr. and Mrs. Williams left for Macao on their honeymoon yesterday afternoon.

Mr. Thos. Shand, Electrical Engineer at the Taikoo Sugar Refinery, and of Biggar, Scotland, was married at the Union Church yesterday to Miss Sarah Ovens, of Laureston, Edinburgh. Mr. R. A. Ferguson was best man, and Miss Hickling brid-smaid. Mr. T. W. Robinson, gave the bride away. Rev. C. H. Hickling performed the ceremony; and Mr. Brand acted as organist. Mr. and Mrs. Shand left for Macao by the *Heungshan*.

NEW OFFICES.

On the 7th instant Mr. T. F. Hough auctioneer, of Messrs. Hughes and Hough, auctioned off the old furniture used in Messrs. Shewan, Tomes and Co.'s old offices in Des Vœux Road. Fine desks, counters and other similar goods were sold off to Chinese bidders for one-tenth of their value—for a "mere song." There is nothing shoddy in St. George's Building, where the new offices are situated. All the furniture is new, locally made, and of teak or other substantial wood. The ground floor, excepting two rooms reserved for Messrs. Shewan, Tomes & Co. facing the waterfront, are to be occupied by Messrs. Blackhead & Co., who will move in to the premises shortly. The first floor is entirely occupied by Messrs. Shewan, Tomes & Co., a special feature of the flat being its long counter extending the whole breadth of the building. Partitions divide the separate apartments. The large room is light and airy. Its corridor is tiled, and everything, to the minutest detail, is neat. Messrs. Benjamin, Kelly and Potts, share brokers, have rented the front part of the second floor, while the Hongkong General Chamber of Commerce have three rooms at the back. Messrs. Gibb, Livingston & Co. move into the top floor to-day. The building, facing as it does the "Star" Ferry Co.'s wharf, at the corner of Ice House Street and Connaught Road, is right in the business centre of the city. It covers a plot 160 feet by 75 feet. The somewhat ornamental walls and large verandahs —that is on the three sides facing the roads—give a very fine set-off to the neighbourhood. The floors are carried on girders and columns. Canton red brick and granite facings comprise the walls and piers. Some 250 tons of steel and iron have been employed in the building. At the Chater Road entrance, the main entrance, there is an electric lift, supplying a service to all floors, a supplementary staircase also being provided. Messrs. Shewan, Tomes and Co. have also another staircase at the Praya entrance. Messrs. Blackhead & Co.'s premises on the ground floor are very light, large plate glass windows extending their whole length. Over the inner side of the lofty shop is a gallery extending almost the whole length, for light goods. Lavatories and servants' quarters are situated at the back on each floor. The verandahs are paved with marble.

The Board of Commerce has rejected the proposal to make the salt into brick form and thus economise waste, because, says the *Peking Times*, the idea is altogether too new.

THE GYMKHANA.

The gymkhana on the 8th inst. was happily favoured with fine weather, the afternoon, furthermore, being agreeably cool. There was a very fair attendance at the Race Course, His Excellency the Governor being included amongst the spectators. The Gymkhana Club and its keen secretary are to be congratulated on the arrangements. Those on the committee—the stewards of the Hongkong Jockey Club being ex-officio members—were Messrs. P. Alderton, T. F. Hough, J. F. Knox, G. H. Potts and Capt. Nugent; Mr. J. A. Jupp, clerk of the scales; Mr. H. P. White, Judge; Mr. G. H. Potts, starter; Mr. W. W. G. Ross, second starter; and Mr G. K. Hall Brutton, hon. secretary and treasurer. The band of the Sherwood Foresters played selections during the afternoon. The Pari-mutuel and bar, as usual, were run by the King Edward Hotel people. Results were as follows:—

O. S. CUP.

This was a mile-and-a-quarter flat race for China ponies. There were eight starters:—

Captain Ward's Royal, 10st. 8lbs. ... ... (Mr. Johnstone)	1
Mr. Hall Brutton's Little Momo, 11st. 4lbs., (Owner)	2
Mr. G. H. Potts' Pandur, 11st. 3lbs. (Hon. Gresson)	3
Mr. G. Master's Grafton, 11st. 2lbs., (Owner)	0
Mr. Inglis' Eclipse, 10st. 3lbs., (Owner)	0
Mr. F. Ellis' Once More, 9st 11lbs., (Owner)	0
Mr. W. G. Clarke's Standard, 10st. 2lbs. (Owner)	0
Mr. Craig's Alarm, 10st. 12lbs. (Owner) ...	0

The competitors straggled out at the start. Passing the judge's stand for the first time Grafton was leading with Standard and Alarm following in close succession, then the bunch, and finally Mr. Fred Ellis on Once More. This was Mr. Ellis' first appearance at a race meeting, and he did not seem altogether at ease. Later in the afternoon, however, when he came home second in the Distance Handicap, he showed much better form. Returning to the race, Grafton was levelled by Standard towards the Football Club's pavilion. Both continued neck-and-neck up hill to the black rock. Towards the village Royal and Little Momo came to the front. There was a hot race in the straight, Royal winning in good style by about three-quarters of a length. The Pari-mutuel paid $20.10.

WALTON CUP.

A hurdle race, about one mile, for China ponies. Starters:—

Mr. Woodgate's Starling, 11st. 1lb., ... (Mr. Alderton)	1
Hon. W. J. Gresson's Glenburn, 11st. 1lb., (Owner)	2
Mr. J. Patterson's Zufall, 10st. 13lbs., ... (Mr. Johnstone)	3
Mr. Gillingham's Muscatel, 10st. 10lbs., (Owner)	0
Mr. Babington's Rocket, 11st. 3lbs., ... (Mr. Rutherford)	0

Glenburn misbehaved, jumping over the trench to get into the track. In spite of the efforts of his rider and a mafoo he absolutely refused to jump, finally getting into the water, and up on the other side. At the fall of the starter's flag Mr. Alderton got away, and he continued to lead right throughout, winning in a canter. The hurdles were not particularly high. The Pari-mutuel paid $21.

LADIES' NOMINATION.

There were six nominees in this event:—

Mr. J. Johnstone nom. by Miss Bird	1
Mr. W. A. Cruickshank nom. by Mrs. Peter	0
Mr. J. Patterson nom. by Mrs. Gedge ...	0
Mr. Rutherford nom. by Mrs. Tulloch ...	0
Mr. Hall Brutton nom. by Mrs. Hall Wright	0
Mr. Hodgson nom. by Miss Watts.	0

The riders galloped up to their nominatos, who tied white dress ties round their collars, and handed dress coats to them to put on. The riders then raced back, being supposed to go through a paper screen. As a matter of fact, none of them did so, but the foremost, Mr. Johnstone, broke it.

DISTANCE HANDICAP.

The Distance Handicap was open to all horses, ponies and donkeys. There was

large field, the first three animals, all China ponies, being as follows:—

Mr. D. MacDonald's Arranapogue ... 1
Mr. F. Ellis' Once More 2
Mr. H. A. Seth's Dormouse 3

Once More and Dormouse had a start of 300 yards on the scratch waler gelding, and Arranapogue 270 yards. Amah, a little Cantonese pony with 420 yards start, was not in it; while the Masters Gompertz's Pride of Chinkiang, a little donkey, refused to start. The Pari-mutuel paid $10.20.

GYMKHANA CLUB CHALLENGE CUP.

To be won by the pony scoring most marks in the races for the Cup during the Club's season, counting 4 for a first, 2 for a second, and 1 for a third. Starters:—

Mr. Johnstone's Ca Canny, 11st. 10lbs., (Owner) 1
Mr. G. H. Potts' Desert King, 11st. 5lbs., (Hon. Gresson) 2
Mr. Hall Brutton's Litttle Momo 11st. 5lbs., (Owner) 3
Mr. G. Potts' Pandur, 11st. 8lbs., ... (Mr. Alderton) 0

The quartette started off in a bunch. Passing the stand for the first time Desert King was leading, with Little Momo and Pandur close at its heels. Towards the Football Club's stand Ca Canny commenced to draw up, challenging the leader up hill. Passing the black rock both were riding together with the others closing up. The same order continued rounding the bend. Ca Canny spurted in the straight, winning nicely in 2 min. 12 sec.

The Pari-mutuel paid $13.40.

As this is probably the last gymkhana the competition must be about decided. The season's marks are as follows:—

Mr. J. Johnstone's Ca Canny 12
Mr. G. H. Potts' Desert King 7
Mr. G. K. H. Brutton's Little Momo ... 6
Mr. W. G. Clarke's Standard 3
Mr. Percy's Discord 1

THREE FURLONGS FLAT RACE.

A race for China ponies. Starters:—

Mr. G. Mackie's Fun, (Owner) 1
Mr. D. MacDonald's Arranapogue, (Mr. Clarke) 2
Mr. G. H. Potts' Desert King, (Hon. Gresson) 3
Mr. Inglis' Eclipse, (Owner) 0
Mr. Woodgate's Starling, (Mr. Alderton) ... 0
Mr. Johnstone's Ben Wyvis, (Owner) 0
Mr. Gillingham's Muscatel, (Owner) 0
Mr. Babington's Rocket, (Mr. Rutherford) 0

In this race, of course, the pony that got away first won. It was all over almost as soon as it was commenced. Fun's time was 45 2/5 sec. The Pari-mutuel paid $19.10.

ROYAL HONGKONG YACHT CLUB.

THE SEASON'S PROSPECTS.

In view of the opening cruise being fixed for the 29th inst., preparations are actively going forward getting the various yachts ready for the season's racing. *Dione*, going through a refit at the hands of the Hongkong & Whampoa Dock Co., is stretching her new suit of canvas, which was made by Messrs. Ratsey & Lapthorne. She has been seen in the harbour, under weigh, in the hands of Miss Stella May, the youngest member of the Club, but by no means the least experienced at the tiller. The new sails show a most artistic cut, and promise very favourably. Last year's champion, *Vernon*, has not been seen out yet. Her lugsail was sent home to have some alterations made in it by Messrs. Ratsey and Lapthorne. Till her owner's return, she is in charge of Mr. John Hastings; and in his experienced hands ought to give a very good account of herself. *Elspeth* is to receive a new hollow yard from Mr. Hollwey, of Dublin, which should improve the stretch of her canvas. She is, we hear, to be sailed, till Mr. Tomes' return at any rate, by Mr. A. B. Rouse, who sailed the *Iris* with such excellent judgment last season. The *Aileen* has reduced her ballast on the keel in order to increase her sail area. She is to receive a new lug sail, some 40 square feet larger than her last year's mainsail, from Messrs. Ratsey and Lapthorne. This additional canvas ought to materially increase her speed. There are no other yachts in the first class, no new ones having been built for it.

Of the One-Design Class, the only yacht seen out is the Mr. H. E. Pollock's *Colleen*. She has a new suit of sails locally made, which she is busy stretching. No new yachts have been built for this class, nor have we heard of any change in ownership.

It is too early yet to say what yachts will compete in the Handicap Class, but they will probably be the same as last season.

We understand that the Commodore—Hon F. H. May, C.M.G.—has offered a cup to be competed for by large cruisers. If this race fills it will make a revival of the racing of larger yachts, which used to be so popular here in days gone by.

INTERPORT SHOOTING.

(*Daily Press*, 12th October.)

Hongkong marksmen are going to the butts to-day to shoot for the honour of the port, in the interport rifle shooting competition. It is to be hoped the atmospheric conditions prove favourable. The match firing takes place at the Naval and Association Range, commencing at 2.30 p.m. Hongkong's team is as follows:—Sergt. Thornhill, R.E., Messrs. R. Lapsley, G. P. Lammert, A. Watson, F. W. Penning, J. Andrew, J. Parkes, Lt. Dumbell, S.F., and Corp. MacEwen, R.E. 1st Reserve, Mr. F. Penning, senior.

Major Pritchard, R.A., H.K.V.C.; Major Chapman, H.K.V.C.; and Capt. Macdonald, H.K.V.C., are the umpires.

Up to date Hongkong has won nine out of 14 matches, and many local riflemen consider that we have a very good chance this year. The complete record is as follows:—

1889: Shanghai, 819; Singapore, 777; Hongkong, 774.

1890: No match.

1891: Hongkong, 867; Shanghai, 830; Singapore, 741.

1892: Hongkong, 835; Shanghai, 810; Singapore, 752

1893: Hongkong, 822; Shanghai, 802; Singahai, 768.

1894; Hongkong, 827; Singapore, 817; Shanghai, 760.

1895: Singapore, 934; Shanghai, 903; Hongkong, 879.

1896: Hongkong, 916; Shanghai, 900; Singapore, 870.

1897: Singapore, 934; Hongkong, 916; Shanghai, 860.

1898: Hongkong, 934; Singapore, 923; Shanghai, 893.

1899: Hongkong, 952; Singapore, 926; Shanghai, 887.

1900: Hongkong, 930; Singapore, 909; Shanghai, 900.

1901: Hongkong, 901; Singapore, 884; Shanghai, 841; Penang, 721.

1902: Shanghai, 896; Singapore, 893; Hongkong, 875; Penang, 871.

1903: Singapore, 927; Shanghai, 915; Hongkong, 891; Penang, 750.

From 1889 to 1894 the match was fired with the Martini-Henry rifle; from 1895 onwards with the Lee-Metford. The increase of the scores with the introduction of the new rifle is very marked, for whereas the greatest score—that of Hongkong in 1891—with the Martini-Henry rifle was 867, the competition has never been won on a score below 900 with the Lee-Metford. Penang entered the competition for the first time in 1901, and has held the "wooden spoon" ever since.

At the Interport practice on the 11th inst. eight members of Hongkong's team scored between them 756, or 94.5 per man. As the two absent members, Messrs. Dumbell and MacEwen, are sure to make at last 90 each, Hongkong's score should not be less than 936, or 28 marks ahead of Shanghai's shoot this year. Sergt. Inspector Davies and Sergt. Thornhill each knocked up 100, while Mr. F. W. Penning brought his score up to 91 after a bad start at the first range. The shooting was very excellent indeed, particularly taking into consideration that the light was bad at the longer ranges. The scores were as follows:—

	200	500	600	Total.
Sergt. Insp. Davies, ...	35	31	34	100
Sergt. Thornhill, R.E.	33	34	33	100
Mr. R. Lapsley	33	33	31	97
Mr. G. P. Lammert ...	32	32	31	95
Mr. A. Watson	31	30	31	92
M. F. W. Penning ...	25	34	32	91
Mr. Andrew.....	29	32	30	91
Mr. Parkes	31	29	30	90

Hongkong's team has undergone a considerable change since last year, the following having been substituted:—

Gun. Ins. Chase, R.N., by Mr. Dumbell.
Corpl. Angus, R.E., by Mr. MacEwen.
Col. Sergt. Cross, R.M.L.I, by Mr. Watson.
Sgt. Ins. Griffiths, R.M.L.I, by Mr. Penning,
Sergt. Robertson, R.E., by Mr. Andrew.

Now, to show that we have not lost altogether the best men, it will be well to show Hongkong's Interport totals—those of the men with us separate from those who have left—of last year. They are as follows:—

OLD MEN IN THIS YEAR'S TEAM.

Sergt. Ins. Davies, R.M.L.I. 102
Corpl. R. Lapsley, H.K.V.C. 95
Lieut. Lammert, H.K.V.C. 88
Sergt. J. Parkes, H.K.V.C. 86
Sergt. Thornhill, R.E. 85

MEN WHO HAVE LEFT.

Col. Sergt. Cross, R.M.L.I. 92
Sergt. Robertson, R.E. 91
Sergt. Ins. Griffiths, R.M.L.I. 86
Gun. Ins. Chase, R.N. 84
Corpl. Angus, R.E. 82

The practice scores of the substitutes average over 91 per man, against the above average, made by the men who have left, of 87 per man; and the old men have considerably improved. Hongkong's team, perhaps, is as strong as it has ever been before.

SHANGHAI.

Shanghai, of course, fired off on the 6th inst. A good light prevailed and a steady wind blew across the range. While shooting at the 600 yard range between the third and fifth shot a change occurred in the shape of a mirage which somewhat disconcerted the competitors. Mr. C. Hill did some remarkable shooting, making thirteen bulls-eyes in the first thirteen shots. The full table of scores is as follows:—

	200	500	600	Total.
C. Richard	33	33	29	95
T. H. U. Aldridge ...	32	32	30	94
C. Hill	35	32	26	93
J. E. Watson	29	33	30	92
T. Mellows	32	30	30	92
E. H. Lynch ...	34	33	25	92
J. Welch	31	31	29	91
C. Dewing	31	29	30	90
W. O. Lancaster ...	31	29	30	90
T. Wilson	25	30	24	79

Total 908

Average 90 8 per man.

(*Daily Press*, 13th October.)

HONGKONG AND SINGAPORE'S SCORES.

A wire was received yesterday giving Singapore's score in the Interport Shooting Contest. It was 919. The Hongkong team shot off on the 12th inst., and made exactly the same number (919) of marks; so, according to Bisley rules, the team which scored the most at 600 yards is the winner—that is, if the Penang team, yet to shoot, does not go higher. The competition so far stands as follows:—

Hongkong 919
Singapore 919
Shanghai 908

Yesterday afternoon firing commenced at the Naval and Association Range, Kowloon, at about a quarter to three. As Mr. J. Parks was substituted by Sergt Davies, R.M.L.I., the team was as follows:—

Sergt. Thornhill, R.E.; Sergt. Davies, R.M.L.I.; Corpl. MacEwen, R.E.; Lieut. Dumbell, S.F.; and Messrs. R. Lapsley, G. P. Lammert, A. Watson, F. W. Penning, J. Andrew and F. Penning.

The umpires were: Major Chapman, H.K.V.C., for Straits Settlements; Capt. Macdonald, for Shanghai; and Major Pritchard for Hongkong. The shooting was superintended by Lieut. Mowbray S. Northcote, H.K.V.C., secretary of the Hongkong Rifle Association.

The firing consisted of one sighting shot and seven shots at each range—200, 500 and 600 yards. Bull's-eyes counted five marks, four

for an inner, three for a magpie, and two for an outer. The 200 yards bull's-eye was seven inches in diameter; while that of the 500 and 600 yards targets was 20 inches in diameter. When shooting from 200 yards and 500 yards the conditions were excellent, there being scarcely any wind and a good steady light. Though the sky was perfectly cloudless, the sun was not too glaring. When at 600 yards, however, the wind freshened up somewhat; while the sun, not shining directly on to the target, cast annoying shadows. At 200 yards 319 marks were made; and 310 at 500 yards. From this distance Mr. G. P. Lammert made the highest possible. On retiring to the 600 yard range the competitors were quite confident of beating Singapore—they had only to average 29 apiece for a tie. While the shooting was going on the competitors not engaged and spectators alike repeatedly stamped their feet as "magpies" turned up, and in mockery, as it were, numbers of the real magpies flew across the range. When, however, Mr. A. Watson scored 34, glee returned. It was very exciting indeed—especially when, at the last moment, everyone strained their eyes for the final signal. It was a case of winning with a "bull," perhaps drawing with an "inner," or losing with a "magpie." An "inner" was scored. The tables of detailed results is as follows:—

200 YARDS.

MacEwen ...	(4)	5	5	5	5	4	5	5=34
Dumbell	(4)	5	4	4	5	5	5	5=33
F. Penning ...	(4)	4	5	5	5	4	5	5=33
Thornhill ...	(5)	4	5	4	5	5	5	5=33
Watson	(4)	5	5	4	5	5	4	5=33
Lapsley	(5)	4	5	5	5	3	5	5=32
Lammert... ...	(5)	5	4	5	5	4	3	5=31
Andrew	(4)	5	3	5	4	4	4	5=30
Davies	(4)	5	5	4	3	5	4	4=30
F. E. Penning	(5)	3	4	4	5	4	5	5=30
Total								319

500 YARDS.

Lammert... ...	(5)	5	5	5	5	5	5	5=35
F. E. Penning	(2)	5	5	5	5	5	5	3=33
Davies	(5)	4	5	3	5	5	5	5=32
MacEwen... ...	(5)	4	5	5	5	3	5	5=32
F. W. Penning	(4)	5	5	5	5	4	4	4=32
Andrew... ...	(5)	4	3	5	4	5	4	5=30
Thornhill ...	(4)	3	4	5	5	3	5	5=30
Lapsley	(3)	3	4	3	4	5	5	5=29
Watson	(4)	5	2	4	5	3	5	5=29
Dumbell	(4)	4	3	4	4	5	4	4=28
Total								310

600 YARDS.

Watson	(3)	4	5	5	5	5	5	5=34
MacEwen ...	(4)	5	5	5	4	5	4	4=32
Dumbell	(5)	4	5	5	4	5	5	3=31
Andrew	(3)	5	4	3	4	5	3	5=29
Lammert... ...	(4)	4	4	3	5	4	4	5=29
Lapsley	(4)	4	3	5	5	4	4	4=29
Thornhill	(4)	4	3	4	5	5	4	4=29
Davies	(3)	4	3	5	4	3	5	3=27
F. E. Penning...	(5)	5	5	2	4	3	3	3=25
F. W. Penning	(3)	3	3	4	4	2	4	5=25
Total								290

AGGREGATE.

	200	500	600	Total.
MacEwen	34	32	32	98
Watson...	33	29	34	96
Lammert	31	35	29	95
Dumbell	33	28	31	92
Thornhill	33	30	29	92
Lapsley.	32	29	29	90
F. W. Penning	33	32	25	90
Andrew...	30	30	29	89
Davies	30	32	27	89
F. E. Penning ...	30	33	25	88
Total				919

Last year Sergt. Davies scored 102 against his 89 of this year; Mr. R. Lapsley scored 95 against his 90; Lieut. G. P. Lammert 88 against this year's 95; and Sergt. Thornhill 85 against 92.

On the 7th inst. several French men-o-war steamed into port from the North. Vice-Admiral Bayle's flagship *Montcalm*, a cruiser, Capt. Cros, was in command; and the other vessels were torpedo-boats. They were the *Pistolet*, *Mousquet*, *Javeline* and *Fronde*. The *Fronde* came from Shanghai; the *Mousquet* from Ningpo; and the others from Amoy.

HONGKONG.

The annual camp of the Hongkong Volunteer Corps is to be held at Stonecutter's Island from the 21st to 31st inst., both dates inclusive.

The Rev. E. J. Hardy, now stationed at Hongkong, has been appointed Military chaplain at Gosport, in succession to the Rev. A. W. Dawes

Vice-Admiral Bayle landed from the French cruiser *Montcalm* on the 8th inst. to pay a visit to the Governor. He was received by a guard of honour and the Sherwood Foresters' band.

His many friends will be pleased to hear that Mr. T. Whitley Kew of Hongkong has successfully matriculated at the University of Harvard and has entered upon a study of dentistry.

The Superintendent of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the Building fund of the Maternity Hospital; Sir Paul Chater $250; Hon R. Shewan $250; W. J. Gressor $250 J. R. M. Smith $ 200; E. D. Sassoon $ 200; G. Stewart $ 50.

Through the absence from illness of Captain Jones the command of the Macao steamer *Heungshan* has devolved upon Captain J. Boardman, who as chief officer has always been popular with passengers on this run. Captain Jones, we are glad to learn, is making good progress towards recovery, and in all probability will be able to resume his duties in the course of a week or less.

The Public Works Department have often been blamed for having left the footpath in Praya East in the condition in which it is at present—some two or two and a half feet below the level of the street—after the surface of the road was raised. The Shuster fatal accident case would appear to have brought matters to a head, for the P.W.D. are now engaged in raising the side walk to the same level as that of the road.

It was reported on the 7th inst. by the Police that on the previous evening, while a gang of Chinese coolies were working in Bowen Road at cutting out a side for a new service tank in connection with the filter beds, a large mass of earth fell into the excavation and completely buried two of the workmen. When extricated, the men were found to be severely injured. They were removed to the Civil Hospital, where one of them has since died.

A telegram was received by Mr. Newman Mumford on the 7th inst. announcing the death, at Singapore, of Captain James Young, late of Indo-China S. N. Company's s.s. *Suisang*. Captain Young was so seriously ill after leaving Hongkong on his last trip to Calcutta, that on arrival at Singapore it was considered advisable that he should go ashore to Hospital. This he did, turning over the command of the *Suisang* to the Chief officer, Mr. J. Liddell. The cause of death was enteric, from which he had been suffering for some considerable time. Capt. Young joined the Indo-China S. S. Co. in 1892.

At the R.A.O.B. rooms on the 7th inst. the opening dance of the season was held and proved a great success. There were about 80 couples present. Dancing was kept up with spirit until an early hour this morning. The rooms looked very bright and attractive, decorated as they were with banners, pictures and greenery. Mr. J. H. Oxberry, the president, was unceasing in his attentions upon the guests, and he was assisted in his duties as M.C. by Staff-Sergeant Hyett. Colour-Sergeant Fielding was the musician. The decorations did credit to the taste of Mr. J. J. Blake, the hon. secretary, who in carrying out the arrangements had the support of a hard-working committee composed of Messrs. Young Hee (treasurer), W. Goodhall (vice-president), H. P. Madar, A. Radcliff, and Captain Bell Smith, Messrs. Hung Mak-Hoi, S. Musso, J. H. Thompson. A. Walstow, J. Johnson, and E. W. Rogers. In the course of the evening light refreshments were served. It may be mentioned here that Mr. J. J. Blake, the hon. secretary, has had to resign that post, as he is going home on leave shortly; it is the general wish of the members that on his return he will resume the secretaryship of the lodge and club for the success of which he has been so largely responsible.

Mr. James B. Jardine, second engineer of the s.s. *Yuen Sang*, has successfully passed his chief engineer's examination.

The Honourable Arthur Winbolt Brewin has been appointed a member of the governing body of Queen's College vice the Reverend G. Bunbury resigned.

A telegram from the Secretary to the Government of India to the Colonial Secretary says that plague regulations against Hongkong are withdrawn at all Indian ports.

Mr. Basil Reginald Hamilton Taylor Assistant Harbour Master, has been appointed to act as Assistant Superintendent of Police to take charge of the Water Police.

While Hongkong still continues to keep free from plague, there were three cases of enteric fever to record, last week two Japanese cases imported from Canton and one Indian.

At the Happy Valley on the 10th inst. the final in the Civil Service Club Single Bowls was played off, the contestants being Mr. L. E. Brett and Mr. W. Brand. Mr. Brett played weakly at the start but showed fine form towards the end and came out winner with the score standing 21—13.

At the Supreme Court on the 10th inst. there were admitted to the Bar as solicitors by His Honour the Puisne Judge T. Sercombe Smith, Mr. Reginald Douglas Atkinson who joins Messrs. Deacon, Looker and Deacon, and Mr. Clive Fletcher Dixon, who takes up duties in Mr. John Hastings's office.

The final for the Graham Cup Tennis Competition has been played off at the Kowloon Dock between Mrs. Crawford and Mr. Henderson and Mrs. Neave and Mr. Davidson. The first set was won by Mrs. Neave and Mr. Davidson, 6—2, but the second and third sets were won by Mrs. Crawford and Mr. Henderson, who were the winners of the competition. The prizes, a silver bowl and silver cigarette case, presented by Mr. J. W. Graham, were given away by Mr. Neave.

At about 7 p.m. the 13th inst. fire broke out in a matshed, in which scaffolding poles were stored, at Mongkokshui. Before long the whole matshed was in flames, a red glare being seen in the sky for many miles around. A crowd of Chinese watched the bonfire. The Fire Brigade turned out, but it must have been a quarter to eight before the engine had enough steam up for pumping. Luckily the wind was off the shore, so other matsheds, farther inshore, were comparatively safe. Had the wind been blowing from the Harbour these would have probably caught alight. The matshed was razed to the ground.

Further recruits for the Hongkong Volunteer force are Messrs. S. W. Kynock, H. W. Wolfe, A. Slaney, C. F. Critchley, G. Watson, J. Fisher, A. Brown, A. Broadbent, J. Hurlow, J. T. J. Cole, A. L. P. Penning, J. Leonard, W. Sanderson, and S. R. Boyd. Sergeant R. C. Edwards and Gunners L. A. Rose and A. Humphreys have resigned. Lieutenant W. J. Gresson is posted to command the Volunteer Troop. The following members have joined: Messrs. G. C. Moxon, D. Forbes, A. C. Hynes, J. R. Gillingham, H. A. Macintyre, L. Murphy, G. H. Potts, C. E. Anton, W. A. C. Cruickshank, J. Johnstone, F. B. Deacon, J. Hastings, W. R. Robertson, H. W. Looker, W. G. Clarke, B. James, G. K. H. Brutton, E. H. Sharp, G. Marshall, E. Owen, C. G. Mackie, N. H. Rutherford, and J. Paterson.

The meteorological returns for September show that on the 1st September the thermometer registered 88.9, the highest during the month, and on the 19th September it showed 73.0, the lowest for the month. Some 9.770 inches of rain fell during the month. The monthly rainfall at the Hongkong Observatory, with the means and extremes for 20 years, was:—

	1904	1884—1903.		
		Mean.	Max.	Min.
January ...	0.12	1.32	8.43	0.00
February ...	0.2	1.86	7.95	0.02
March	3.76	2.63	10.43	0.17
April	1.91	5.56	14.89	1.84
May	7.70	13.43	48.84	1.15
June	19.64	16.80	34.37	2.34
July	7.23	13.32	28.24	4.57
August ...	27.64	14.22	27.87	5.20
September ...	9.77	8.21	19.11	0.63

The year's rainfall to the end of the month amounts to 77.97 inches, the 20 years mean for that period being 77.35 inches.

Lieut. D. Pudsey left for home by the C.P.R. s.s. *Athenian*.

Dr. and Mrs. G. M. Harston arrived from home by the German mail of the 12th October.

Mr. F. P. Hett, solicitor, left by the mail for Home. He is going to be married, and took away with him some beautiful wedding gifts.

Seventeen subscription griffins, the first batch, are expected from Shanghai in a few days by the s.s. *Kwong Sang*.

The *Fathomer* is at present under the sheer legs having her machinery installed. She will probably be ready for her trial trip in about a month.

Mr. Li Hong Mee, interpreter in the Supreme Court, has just returned from a holiday in Europe. He has still two months of his leave to run, after which he will resume his duties in Court.

It has been reported to Central Police Station that a Jew had been seen to commit suicide by jumping into the harbour. The occurrence was witnessed by an Indian. No body has yet been found.

The Hongkong, Canton and Macao Steamboat Co.'s s.s. *Heungshan* while entering the harbour from Macao, on the 12th inst. shortly after eleven o'clock collided with a small Chinese junk, which turned turtle. The occupants, three in number, were saved.

Mr. Walter Rand passed his master mariner's examination on the 14th inst. He was examined by Lieut. Knox, R.N. (King's Harbour Master) and Capt. Beetham, of the C.P.R. s.s. *Empress of China*, in seamanship; and by Mr. Basil R. H. Taylor (Assistant Harbour Master) in navigation.

With reference to the paragraph we published recently to give expression to numerous complaints of the dust annoyance caused by the trams, we are reminded that Section 16 of the Tramways Ordinance 1902 requires the Company to water their track from Kennedy Town to Causeway Bay and the Race Course. The road outside the track, of course, has to be watered by the Government contractors.

While a lady named Miss Fletcher was walking along one of the upper roads the other day a Chinese lad about sixteen years of age crept up behind her, snatched away a satchel which she had attached to her waist belt and made off with it. He ran down a side road into Wanchai and has been successful in evading capture so far, notwithstanding that the lady gave chase and tried to get hold of him. The satchel contained about $20.

A local correspondent writes: More than once comment has been made in the Colony on the highly coloured pictures, emanating from Japanese imaginations, supposedly illustrative of events in the war in the North. Most of these are too ludicrous to do anything more than to cause a laugh amongst Europeans; but of late some of the specimens exhibited in the streets have been so violently overdrawn and sanguinary that it might be as well for the police to step in and at least exercise a kind of censorship over such posters. One in especial on the Praya side of the Central Market has been attracting crowds of Chinese every day lately, and its tone is not calculated to improve or uphold the prestige of Europeans (whether they be Russians or Britishers) in the eyes of Occidentals.

Pile-driving on the site of the new Post Office in Des Vœux Road is progressing rapidly, and it is expected that the laying of the concrete foundations will be begun about January. Nearly 1,000 piles have been driven already and 700 more remain to be put down. When completed the piling of this site will be the strongest bit of piling work ever done in the Colony. On adjoining sites the piles average about 25 feet in length. On the Post Office site they range from 45 to 50 feet, and except at the Des Vœux Road end, where the bedrock is sooner reached, they are driven to their full limit. The big friction driver lately started on the job is putting down about ten or twelve piles a day and giving every satisfaction Thanks to it chiefly, the contractor will be able to finish the piling well within his time; if the building operations are carried out with as much expedition the building ought to be ready for occupation even before the date contemplated in the contract.

It is said that the British Fleet will arrive here about the 21st inst., when Admiral Sir Gerard Noel, Commander-in-Chief, will confer with Vice-Admiral Bayle, in command of the French Far Eastern squadron, regarding a fight between blue-jackets at Hankow, in which a British stoker, of H.M.S. *Bramble*, met his death.

Seventeen subscription griffins arrived from Shanghai by the s.s. *Kwong Sang*. They were drawn for at Kennedy's Stables, Causeway Bay, the following gentlemen being allotted ponies:—Hon. W. J. Gresson, Messrs. H. N. Mody, A. V. Apcar, J. R. M. Smith, K. Wibel, W. A. Cruickshank, E. W. Mitchell, J. Johnstone, White and Perry, C. G. Mackie, Capt. Leslie, T. Christiani, H. Humphreys, The Bank Mess, D. Dorabjee, W. J. Walker, and C. M. Ede.

The finals of three competitions at the Kowloon Bowling Green were successfully played off on the 8th inst. before many spectators. The greens were in good order, almost too dry. For the championship, Mr. J. M. Henderson beat Mr. J. McDonald 21—11. Mr. McDonald was awarded a second prize. Mr. J. Galt won both the President's and the Vice-President's prize, beating Mr. G. R. Edwards 21—9 for the first, and beating Mr. J. McDonald 21—11 for the other. Mrs. McDonald, introduced by Mr. Ramsay, presented the prizes. Votes of thanks to the donors (by Mr. Galt) and to Mrs. McDonald and the ladies (by Mr. Kinross) were given and applauded.

A correspondent suggests that, seeing that the concrete routes laid down by the Tramway Company have been such a success and have made ricksha travelling so much more pleasant, the Government ought to set about concreting the whole of the streets in the Colony. The suggestion is worthy of serious consideration by the Public Works Department. There is hardly one town in Europe that is liable to the torrential rainfalls that we have in Hongkong, and yet that remnant one will be found almost surely to be granite paved and to have its gradients adapted to the climatic conditions under which it exists. In this Colony, where the tropical rains practically demand a hard surface dressing for the public thoroughfares, we have nothing (except the tramway route) but red-soil dressing which turns to mud at the first sign of a shower.

On the 14th inst., at about half-past four, a fatal accident of an unusual character occurred in Queen Victoria Street, opposite the Central Market. Some pieces of iron catch-water pipe broke loose and fell from the edge of the second story verandah of No. 85, Queen's Road Central, a corner house. They struck two Chinese, of the poorer class, in the street below. One of them, a man in the prime of life, had his head cut open, and was killed instantaneously; while the other, a lad of about 15 years, received a very large gash on the head and a wound in the back. He was conveyed to the Government Civil Hospital; while the corpse was first removed to Central Police Station, and afterwards to the mortuary. The road was badly stained with blood, which was removed as quickly as possible. A crowd, mostly Chinese, gathered around, and did not disperse till long after the occurrence.

There have been many complaints of late on all sides about the nuisance which the electric tramway cars create in their rapid progress along our dust-covered streets. Especially in the neighbourhood of Arsenal Street where the roadway has been undergoing repair is the dust trouble worst. When a tram-car passes at normal speed the wheels lick up the dust from the rails and send it floating in the air, and the four winds of heaven flick it into the eyes and ears of the unfortunate travellers who happen to be travelling by ricksha in the rear of the sparky vehicle or walking on the footpath. In Liverpool and Glasgow the tramway companies (in the latter case, of course, it is municipal) have to water the routes themselves, and excellent results are obtained in the way of keeping down dust. In Hongkong it appears that the Government have to go to the expense of watering the streets, and even then the nuisance caused by the raising of dust by the cars is almost unbearable according to the accounts not only of pedestrians but of householders who are unfortunate enough to rent houses alongside the route. Plentiful water sprinkling would remove the nuisance.

India, Newchwang and Shanghai having withdrawn quarantine restrictions against arrivals from Hongkong, the only ports now adopting sanitary measures against the Colony are Manila, British North Borneo, Labuan and Siam. Regarding Newchwang, information has been received by the Consul of Japan that though quarantine at Newchwang has been removed on arrivals from Hongkong, Canton and Swatow, the prohibition of the importation of rags, waste paper, hair, earth and manure continues in force. A similar regulation is in force at Shanghai.

Some two dozen members of the Hongkong Volunteer Mounted Troop were drilled on the Polo Ground, Causeway Bay, on the 14th inst. by Lieutenant Gresson. Lieut. Gresson went about his work in a very business-like manner. He was not new to his duties, having been a Lieutenant in the Light Horse at Shanghai. The troop are to have uniforms, saddles, rifles with buckets, and everything else required, excepting their mounts, supplied by the Government. The drilling yesterday afternoon made a pretty spectacle, but had all the mounts been China ponies, it might have looked still better. "If members of the troop all had gray China ponies," said a spectator, "the effect would be very fine. They might then call themselves the Hongkong Grays. At all events, China ponies and walers do not mix very well." When the horsemen were drawn into line the ponies—which included *Pandur*, *Desert King* and *Zufall*—seemed to think that they were about to be raced. It is understood that many more members are joining the troop.

Capt. Henry Rawcliffe, of the Admiralty Extension Works' dredger *St. Enoch*, died suddenlyon the night of the 10th inst. and was found dead in his hammock yesterday morning. The cause of death is believed to be heart disease. Captain Rawcliffe was a very well known and popular figure about Hongkong, and was a valued servant at the Admiralty Works. He had considerable experience in dredging operations for many years past, on the Manchester Ship Canal, the Admiralty Works at Gibraltar, the Dockyard Extension at Portsmouth, and in Weihaiwei. He was talking to some friends just before going on board about half past nine on Monday night, and seemed healthy and hearty as usual. Mrs Rawcliffe left Hongkong only three months ago for England, and was to have been followed early next year by her husband on completion of his contract. A *post mortem* examination was heldon the 10th inst. and the funeral took place in the afternoon, starting from the mortuary for the Happy Valley at four o'clock. As a token of respect to his memory the work s was closed during the afternoon.

The promoters of a One Design Sailing Club held an inaugural meeting in private the other day at Mr. Hazeland's Office. The Club is to be known as the Victoria One Design Sailing Club Mr. E. M. Hazeland, the designer of the 21 footer type of boat adopted by the Club, was voted to the chair. Mr. Howell proposed that the one design to be adopted by the club should at least hold good for five years, as the introduction of any new design would ruin the sport which the club was introducing. This had been the case with the old Corinthian Sailing Club. Mr. Reidie asked that a committee draw up rules to be submitted at a general meeting of the club. This suggestion was carried and the following were appointed on the committee: Messrs E. M. Hazeland, C. W. Kew, Inspector Hanson, F. Howell, M. MacIver, and J. Reidie. Mr. Reidie consented to fill the position of hon. secretary and treasurer *pro tem*. The subscription to the club was fixed at $5 per year and 21 names were handed in. Four boats are being built and four more are to be taken in hand as soon as these are completed. Ten boats are considered to be practically certain. A challenge cup will be provided to stimulate interest in racing and numerous other events for prizes will be arranged as the club gets into working order. The dimensions of the design adopted are:—length 21 feet; beam 5 ft. 9 inches; draught 1 ft. 7 inches; extreme draught with centre board 4 ft. 3 inches. The boats are built to carry a total area of 220 feet of canvas, The total cost of construction is $300. Ah King is the builder.

Dr. Antonio B. Zanetti has assumed charge of Cuban interests in Hongkong. The "Consulado de la Republica de Cuba" is at at No. 3, Lower Castle Road, and the office hours are from ten to noon and two to four. Dr. Zanetti as our best wishes.

The Hongkong Cricket League held their first meeting of the season on the 8th inst., there being present: Messrs. A. O. Brawn (Craigengower), P. W. Goldring (H.K.C.C.), J. Parkes (Kowloon C.C.), L. E. Brett (Civil Service C.C.), Sergeant Skinner (A.O.C.), Corporal Meggs (83rd Co., R.G.A.), Lieut. Dobbyn (H.K. and S.B.R.G.A.), Sergeant-Major Wilson (R.A.M.C.), B. K. Mehta (Parsee C.C.), Sapper Mann (R.E.), Inspector Langley (Police R. C.), and A. E. Asger, Hon. Secretary. A discussion was raised as to the advisability of admitting two teams from one Club into the League. The Chairman was not in favour of allowing two teams from the Hongkong Club to enter the competition, and the majority of those present were of the same opinion, consequently it was finally decided not to accept the second Hongkong Club team. An additional rule providing that no club could compete in the League Competition unless it had a ground was passed.

MISCELLANEOUS.

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The *Foochow Echo* of the the 4th instant reports the arrival of a lot of eleven griffins, one dead. With regard to the other ten, the general feeling seems to be one of satisfaction.

The United States cruiser *Baltimore* is staying at Gibraltar. She will proceed to Genoa to be docked preparatory to sailing for China and Japan.

The Russian Government recently issued a new regulation ordering that at the expiration of three years only Russian subjects will be allowed to fly the Russian flag on ships. It is stated that at the present time a large number of vessels sailing under the Russian flag really belong to other nations.

The *Times* of September 9th has a four-column telegram from its correspondent with the Japanese left army describing the battle of Liaoyang. It contains over five thousand words and must have cost over £500 for its transmission from Tientsin, besides the cost from Liaoyang to that place.

A marriage has been arranged, and will take place in October, in Moscow, between Mr. W. H. Murray-Campbell, of the Russo-Chinese Bank, Kirin, Manchuria, and Nadyejda (Hope), eldest daughter of the late Mr. Boodilin, of Tientsin, China, and Mrs. Boodilin, of Moscow, and niece of the late Mr. A. D. Startseff, of Tientsin.

M. Paul Brunat, to the great regret of his colleagues and the electors generally of the French Concession at Shanghai, has resigned the chairmanship of the French Municipal Council. He is succeeded in that onerous position by M. Henriot, Manager of the Banque de l'Indo-Chine at Shanghai.

It is a remarkable fact, said the Shanghai *Mercury* on October 6th, that this morning there was not one of Messrs. Butterfield and Swire's fleet of steamers in port. It is believed that this is the first time in twenty years that the harbour has been without a single steamer of this company being in port.

This item was telegraphed from Kuala Lumpur in Selangor to the *Penang Gazette*: Chief Interpreter Lim Teow Chang's son has cut off his queue. There is a possibility of others following his example immediately. Queue cutting is assuming a revival here.

The *China Review* is informed that Mr. Ross, a son of the well-known missionary at Moukden, Rev. Dr. Ross, has been appointed an overseer to accompany the Coolie Emigration steamer, the *Crawley*, leaving for Durban. Up to the present those responsible for such appointments have proved most fortunate in their choice of men; as the highest reports have come back from South Africa as to the ability, care and thoroughness with which every one of them has executed his duties. As a further proof of this all the gentlemen so appointed have received permanent engagements as mine compound managers, at the various mines of Johannesburg and the surrounding districts, at £50 a month and free quarters.

The *Korea Daily News* says that with regard to the execution of three Koreans by Japanese soldiers on the previous day it learns on good authority that it took five shots to kill one of them, and that another did not succumb until he had been struck seven times. In the name of humanity our Seoul contemporary sincerely hopes that on the next occasion the Japanese will fire their prisoners from the mouth of a cannon.

The *Sinwenpao* publishes the following telegram from Kueilin, provincial capital of Kuangsi:—The high authorities here have received a telegram to the effect that the district city of Loch'enghsien, belonging to the prefecture of Liuchou, Kuangsi province, was attacked and captured by an insurgent army on the 24th of September. [Loch'enghsien is about sixty-three miles to the north-west of the city of Liuchou, which is only fifty miles from Kueilin.]

The *Peking Times* learns that Tieh Liang has stopped the smokeless powder factory in Shanghai and half the men have been reduced to half pay just to retain them for future employment. No more new materials will be purchased for ammunition and all old stocks used up, but—the Tls. 800,000 recently withdrawn by Tieh Liang from the Kiangnang Arsenal will be invested in imported ammunition, ready made. *This is quicker than manufacturing it in Shanghai.* The italics used by our contemporary look somewhat alarming.

Referring to our Game Preservation Ordinance and the recent Amendment Bill, the *Shanghai Mercury* says:—Some such regulation is very sorely needed in Shanghai, where young game can be had in any quantity in the public markets during the close season. A resident writes that he has been buying pheasants since the middle of September from the Hongkew market, and from all appearances these birds must have been trapped. What a grand prospect for sportsmen during the incoming season, especially when all the country around Shanghai seems to have been completely shot over for the last few years.

Thus the *Times of Ceylon*:—Straits papers to hand call attention to the fact that Sir Frank Swettenham has retired on the largest pension ever earned by an officer of the Straits Settlements. The paragraph is as follows:—"Sir Frank Swettenham, after 33 years' service, draws as pension $10,500 per annum, said to be the highest given to any civil servant of the Colony since the Crown took it in 1867." This is certainly a good pension, but since the exchange value of the dollar has fallen so much it is not so good as it looks. No civil servant in Ceylon draws so high a pension. The highest pension now being paid to a retired Ceylon civilian is drawn by Sir Fredk. Saunders and amounts to R13,333.33. But this is not quite equal to $10,500, and Sir Fred. put in 24 years of service, compared with the 33 of Sir Frank Swettenham.

In the brief account of the late Mr. Lafcadio Hearn which is given in the *Japan Gazette* on announcing his death, it is stated that when he was at Matsue in Izumo "he embraced Shintoism, the locality being the seat of the famous Izumo Shinto temple." This is quite erroneous. The curious observances of the Shinto doctrine attracted the mystic side of Mr. Hearn's temperament; he devoted much attention to the subject, and had interviews with some of the most important priests of the cult, it being probably only his lack of knowledge of Japanese literature and philology which prevented him from publishing a work devoted to this interesting autochthonous creed. But as to his being a believer in Shintoism in the ordinary sense attaching to the term believer, that is a mistake. Buddhism attracted him as much as Shintoism, but, notwithstanding the strain of mysticism in his character, he was an Agnostic and a disciple of Herbert Spencer, to whom, if we are not mistaken, he dedicated one of his early books. Mr. Hearn had a remarkably retentive memory, and in a few minutes would put his finger on any passage in Herbert Spencer's voluminous works that seemed to bear upon his subject. It was, he used to say, the inside view of Catholicism which he had as pupil of a Jesuit college that first showed him the hollowness of the orthodox teaching. Though an Agnostic, the legends both of Shintoism and Buddhism had great attraction for him, and they have provided him with not a little material for idealistic studies.—*Kobe Chronicle.*

Mr. Geoffrey Herbert Wright, solicitor, has been admitted to practise in the Supreme Court at Shanghai.

The Chinese Debating Society at Kuala Lumpur has the following attractive topic down for October 29th:—"That in the opinion of this House, the Straits Settlements offer better opportunities for the making of Millionaires than the Federated Malay States."

The Government, says the Penang *Gazette*, has decided upon a complete re-organisation of the Postal and Telegraph services of Siam. The entire administration of both services is to be placed under control of the Bangkok department, which will be held responsible for their efficient working throughout the whole country.

Mr. A. G. Hills, who has been for over four years the popular and energetic Secretary of the Singapore Club, left that post on the 1st instant to join the firm of Messrs. Powell & Co. Mr. Hills is succeeded in the Secretaryship by Mr. A. M. Gibson, who was, says the *Straits Times*, a most popular member of the planting communities in Sumatra and Borneo.

Mr. Fritz Sommer, a member of the British Municipal Council at Tientsin, and a popular sportsman, was married on September 28th at the German Consulate. The *China Review*, which reports the event, and remarks "As we do not aim at publishing a Tientsin hong list, it will suffice to say that all Tientsin was there," omits to mention the bride's name.

A northern contemporary hears that the Mess of the 110th have made room for the four Russian officers at Hongkong, who have made themselves exceedingly popular, and are described as being the best of good fellows. One of the 110th, Captain Sexton, has lately passed in the Russian language, and the opportunity offered for further instruction has been eagerly taken advantage of.

Five foreign engineers (of the Peking Syndicate?) at Changtehfu in Honan have been in trouble with the natives following from verbal quarrels and two of them (says a native paper) have been killed and three wounded, one very severely. The chief engineer has wired to the British Consulate in Shanghai about the matter, and Mr. Jamieson with his interpreter has left for the scene to investigate the matter and to negotiate with the local officials.

The Indo-China mails at Marseilles recently state that the authorities of Indo-China are making systematic surveys in search of the mineral yielding radium. It is added that good hopes are entertained of success. Meanwhile, the search has yielded good results in other directions. At Yen-Bay there have been discovered valuable coal beds, for which measures are to be undertaken for working at an early date.

Discussion is at present being carried on by our local Chinese contemporaries regarding queue-cutting. The Chinese here desire to know whether, if they cut their queues, they must wear European dress. People say: "If we cut our queues and wear Chinese clothes it will look bad, whereas if we adopt the European style of dress it will be very expensive. Besides, what are we to do with our old valuable silk garments? If the Emperor, however, cuts his queue we shall be pleased to follow suit. We believe that the adoption of Western methods would be a great improvement on the present fashion. We think there is benefit to be gained by cutting our queues."

We regret, says the *Nagasaki Press*, to announce the death of an old resident of Nagasaki, Mr. Leo Lessner, who passed away on the 4th instant at 1.30 p.m. Mr. Lessner was 88 years of age and had been a resident of Nagasaki for 20 years. The immediate cause of death, which took place after four days' illness, was heart trouble. He leaves one son, Mr. S. D. Lessner, and a daughter, who is the wife of Mr. Lyons, of Kobe. Mrs. Lyons, who was a passenger on the *Doric* from Hongkong, where she had been to attend a wedding, was bound for Kobe, but in consequence of the condition of her father, decided to remain here. Mr. S. D. Lessner had never been separated from his father, with the exception of the six months' absence from Nagasaki during his recent tour around the world. The deceased was honorary member of the Nagasaki Jewish Benevolent Association and Gabay of the Synagogue of Beth Israel.

Li Hsien-jui, the newly appointed Viceroy of Liang-Kiang, is reported to be seriously ill and he has asked to be allowed to resign. The post will probably be given to Chang-Chih-tung again if the request is granted by the Government.

The Japanese Military Administrator at Yinkow has issued orders to the populace to report to the military doctors cases of sickness of any description. They will be punished if any of them conceal any sickness. The idea is to prevent the introduction of plague.

The overdue French s.s. *Melita* arrived safely from Tourane, Indo-China, yesterday. She left port on the 5th inst., and, being a very small vessel, found it impossible to make headway against the strong N.E. monsoon. In due course her bunker coal was eaten up, or nearly so, and the vessel had to put into Hoihow to replenish her supply. Altogether she took seven days over a two days' passage.

A Chinese gentleman, Mr. B. C. Wan, well-known to foreigners and Chinese officials in Chinkiang and Nanking as the popular Interpreter of the American Consulate, first at Chinkiang and then in Nanking, for a period of twenty years, resigned from the American Consular service on the 1st instant to accept the higher post of special attaché to His Excellency the Viceroy of the Liangkiang provinces and a member of the Secretariat of the Head Bureau of Foreign Affairs of the Liangkiang provinces. Mr. B. C. Wan's official rank is that of First-class Secretary of the Imperial Patent Office, a department of the Grand Secretariat in Peking.

The Tientsin *China Review* says:—We welcome to the town Mr. H. Russell Brazier, who has just arrived here from Hongkong, where he was long and favourably known, to take over the duties hitherto carried out by Mr. Perrie, the Transvaal emigration agent, who is shortly leaving to return to South Africa. Mr. Brazier is a fluent Chinese scholar, and has already had some experience in connection with the coolie labour question in the south. He recently also visited the enlistment depots, *en route*, at Weihaiwei and Chefoo; and leaves here on Monday for Chingwantao to make an inspection and arrange as to the dispatch of the next steamer, which will leave in about a week.

A number of khaki-clad medical students congregated at Tientsin station on the 1st inst., to bid farewell to two doctors and four senior medical students, all of whom were members of the Chinese medical college. They are journeying to Liaoyang to assist Dr. Westwater, who has one hundred and seventy-five patients (Chinese) in his hospital; a large amount of hospital stores were also taken with them. Their professor, Dr. Mitoui, accompanies them as far as Yinkow. The dress is one of the smartest in the Imperial service, being a blue serge with red collar, trimmed with gold braid: black velvet cuffs, on which are three gold bands. The hat is of the usual official kind, in the centre being a silver disc, surrounding which is a gold wreath, while in the centre is a red glass cross.

The first party of Japanese prisoners of war, to the number of 256, including 68 officers, arrived at Pensa on 6th inst. Among them are four Englishmen who were captured at the sinking of the transports by the Vladivostock Squadron. The party left next day for Rjashsk, in the government of Rjasan. An English lady living at Ekaterinburg, in Siberia, writes that Japanese wounded and prisoners are arriving there in large numbers. With the prisoners are many Japanese women, who are being snatched up as servants by the European households while the men are being engaged by the tradespeople as porters and messengers. The Japanese prisoners are being distributed in all the large towns of Siberia, and their arrival in those sparsely populated districts is looked upon as a blessing. The Russian army in Manchuria is composed mostly of conscripts, who have been called to the colours from the rich agricultural districts of Siberia, so that the farmers and tradesmen, as well as the mill-owners and other employers of labour, have been left exceedingly short-handed. The handy little Japs have, therefore, come at an opportune moment. They are a cheerful lot of men and have few complaints to make about their treatment by the Russians.

In the Summary Court yesterday Ying Koi and Lau Wo, cook and boy to Mr. S. Swart, sued him for $15.8 and $18 respectively in respect of wages. Mr. Justice Sercombe Smith after hearing evidence gave judgment against the defendant, but advised him to prosecute the plaintiffs in the Police Court for having left his service before their time had expired. The defendant thanked his Lordship for the advice, but said he preferred to let the matter rest as it stood. It should be mentioned that an impudent letter was received by the defendant from the plaintiffs in the course of the case.

The members of the "Apostleship of Prayer," a religious confraternity in Macao, have established two schools for primary instruction, not only for their own associates, but also for whoever chooses to make use of them. One of these schools—for Chinese alone—has been in working order since May, and has had a daily attendance of 117. The members desire to establish other schools in order to promote the instruction of Chinese boys, Catholic and non-Catholic; to teach them Religion, and the Portuguese and English languages. A free library is also named as an object in the circular soliciting subscriptions.

Malacca has had cause to realise the value of its ricksha pullers, for recently the "chief means of transport"—as a local paper tersely describes the coolies as a class—suddenly decided to go on strike. The men on receiving their licenses were given identification tickets and badges, without which no one was allowed to propel a ricksha. The coolies used to exchange these tickets and badges, often with the result that a certificate granted to a young and healthy puller got into the hands of a man old and decrepit and utterly unfit for the work. The municipal authorities discovered this system of transfer and raised objections, the result being that some of the coolies were brought before the magistrate, fined, and their vehicles ordered to be confiscated. A petition was made to the Governor, but it was returned, and the coolies one and all determined to go on strike, most of them leaving their rickshas to go and work on the railway. Eventually, on a promise being made that the complaints and requests of the ricksha owners would be considered at a special meeting of the Municipal Commission, the strike ended and the coolies resumed their business.

TRADE ITEMS.

The *Siam Observer* reports that several automobiles are on board the German steamer *Prinzess Alice*, destined for Bangkok residents.

With characteristic enterprise, the Yokohama Specie Bank is making preparations to establish an agency at Liaoyang.

The salvage steamer *Industrie* (a Swedish vessel) arrived here from Stockholm recently She has come out on speculation, and is owned in Shanghai.

It is notified that Mr. Guy D. B. Bidwell has severed his connection with the well-known Tientsin firm of brokers, Watts, Buck and Bidwell, and will join Messrs. William Forbes and Co. Tientsin will not therefore lose one of her best sportsmen and keenest business men. Messrs. Watts and Buck continue their old firm.

The steamer *Canton* left Shanghai on October 4th, ostensibly bound for Hongkong, but having twenty-five days' coal on board; it is supposed that she intended to try to force the blockade at Port Arthur. On arriving at Woosung she broke down, and instead of returning to Shanghai, workmen were sent down to her by a local engineering firm late at night to effect the necessary repairs.

Some friction has arisen between the Governor of Che-kiang and the French Consul-General at Shanghai with regard to the desire of a French merchant to run steam launches between Shanghai and Shao-hsin Fu. The Consul insists that there is no such danger as the Chinese officials are afraid of because the promoter of the company has himself surveyed the waterways and finds them quite suitable for the purpose. He asks the Governor to inform the Customs Taotai that the company will soon be established. The matter will probably be referred to Peking.

According to the British Consular report on the trade of Yucatan, the importation of Chinese labourers for the hemp plantations there has proved highly successful. It is calculated that nearly 10,000 have entered the State of late, and it is probable that they will continue coming, as they earn good wages and are well treated. Their work, so far, has proved satisfactory, and if more come, as is most probable, immense advantage will accrue to the State in general, as one of its greatest difficulties has always been the scarcity of hands, as the ordinary immigrant cannot do the work required or stand the climate.

We hear, says the *Tientsin Times*, that the Astor House Hotel at Peitaiho will shortly become the property of a limited liability company. The sum mentioned to us as capital was Tls. 10,000, half of which would be taken up by the present proprietor. If the figures are correct there would not be the least difficulty in effecting the arrangement, as the venture is assured of future prosperity. The foundations of the hotel have been so well made that they will allow of further storeys being added which will do away with the necessity of purchasing more land. The site too of the building could not be bettered.

It is reported from Weihaiwei, says the *Chefoo Daily News*, that Messrs L. W. Sing Tai & Co. of Chefoo, have practically completed negotiations for the purchase of the King's Hotel there. The property is a valuable one, and under normal conditions enjoys a liberal patronage from guests arriving from points as far away as Singapore, Chefoo and Weihaiwei, being the summer resorts of the China coast. Messrs. Sing Tai & Co., are largely interested in hotel property locally, having added to their former holding (the Sea View Hotel) by the purchase of the Beach Hotel from Mr. R. Perez early this season.

The Correspondent of the *Malay Mail* writes that the Foochow Chinese Agricultural Colony established in September of last year at Sitiawan, Lower Perak, shows a very satisfactory growth. The Colonists, who for four or five months have occupied their own holdings and are living in very suitable houses built by themselves, seem to have every prospect of success. Their chief crop hitherto has been sweet potatoes. Not much of this produce has been sold in the markets, the producers preferring to use the tubers in fattening pigs. The fat and sleek animals are indeed a sure proof of the nourishing quality of these potatoes. A fine commencement has been made in planting Para rubber and cocoanuts, and for next year a good rice harvest is expected.

Messrs. Cawasjee Pallanjee & Co. reported on the 7th instant: Since the issue of our last circular dated the 23rd ultimo, our Yarn Market, during the period under review ruled rather weak. Owing to telegraphic news of decline in the prices of raw cotton and the weak tone at Bombay, importers showed great anxiety to quit their holdings, and the news from the interior and the consuming districts not being favourable the dealers showed less inclination to operate, hence prices declined from one to two dollars per bale all round. The business reported was for immediate requirements only. The dealers are afraid of a rise in the rate of Exchange and subsequently a fall in prices of yarn, hence the slackness of demand. A very limited business is reported in No. 20s. of selected threads at a decline of $1 to $2 per bale. No. 16s. show a decline of $1 with a trivial business passing. A moderate business is reported in No. 12s. at last mail's rates and in some instances at a decline of $1 per bale. As usual the bulk of the business is done in No. 10s. No. 8s. and 6s. move slowly at quotations. The market closes unsteady. Sales during the past fortnight comprise about 50 bales of No. 6.; 25 bales of No. 8s.; 1,360 bales of No. 10s.; 410 bales of No. 12s.; 125 bales of No. 16s.; and 380 bales of No. 20s.; in all about 2,350 bales. Arrivals per steamers *Malta*, *Catherine Apcar*, *Namsang*, *Capri*, and *Coromandel* of about 9,800 bales. Shipments to Shanghai and the Northern Ports about 2,500 bales. The unsold stock is estimated at about 21,000 bales. Local Yarn:—No business reported. Japanese Yarn:—Sales are reported of about 100 bales of No. 6s. at $132 per bale.

COMMERCIAL.

TEA.

Messrs. Welch, Lewis & Co. of Shanghai, in their Circular dated 1st October, state:—Black Teas.—Owing to further musters having reached this market during the past week, a fair amount of business has been put through, second crop Hankow Teas have been in demand at Tls. 13¼-18, and second crop Ningchows at Tls. 16½-21 per picul. Settlements shew an advance of Tls. 1-1½ on previous quotations. The Settlements since the 19th have been 9,194 half-chests. Total arrivals to date:—38,816 half-chests against 38,301 half-chests same date last year. Total settlements to date:—29,816 half-chests against 27,586 half-chests same date last year. Green Teas.—A few chops of Pingsuey have been settled at Tls. 23-28 per picul, shewing no change in rates. Country Tea:—"Good" to "Fine" quality Tea have been in demand and settlements shew very firm rates. There are only one or two chops of "Fine" Tea remaining on this market, and we do not look for further arrivals of "Good" quality Tea of any bulk. "Common" to "Medium" grades have been dealt in only to a small extent, prices are weak and settlements in some cases shew a decline of Tls. 1-1½ per picul on previous quotations. Hyson.—No change to report in this market, very little business has been done, buying has been spasmodic. Foong Mees and Sou Mees.—Owing to the small stock Foong Mees are strong, Sou Mees are weak at our last quotations. Total settlements since 19th ultimo:—27,071 half-chests. Total settlements since opening of market to date:—233,381 half-chests; stock, 63,543 half-chests. Last year's figures were:—Settlements 292,773 half-chests; stock 45,301. Settlements of Hyson and Young Hyson since opening of market to date:—Arrivals, 113,345 half-chests; Settlements, 98,345 half-chests; stock, 15,000 half-chests.

From commencement of Season the Export of Tea to Great Britain has been:—

	Black, lbs.	Dust, lbs.	Green, lbs.
Total to date, 1904	25,125,079	574,927	1,462,802
,, 1903	6,950,212	—	2,256,471
,, 1902	5,086,182	—	2,156,158

From commencement of Season the Export of Tea to the United States and Canada has been:—

	Black, lbs.	Green, lbs.
Total to date, 1904	5,100,665	9,061,000
,, 1903	5,480,176	12,158,382
,, 1902	7,922,228	10,058,185

From commencement of Season the Export to other European ports:—

	Black, lbs.	Brick, lbs.	Green, lbs
Total to date, 1904	20,166,760	2,305,466	1,075,469
,, 1903	2,369,568	—	873,403
,, 1902	1,782,378	—	772,689

From commencement of Season the Export of Black Tea direct to Russia:—

Total to date 1904	843,467 lbs.
,, 1903	12,363,394 ,,
,, 1902	18,152,998 ,,

From commencement of Season the Export to Bombay and other ports:—

	Black, lbs.	Green, lbs.
Total to date, 1904	28,400	322,934
,, 1903	125,603	632,401
,, 1902	46,892	506,535

From commencement of Season the Export of Green Tea to Batoum and Novorossisk, &c.

	Green.
Total to date, 1904	3,501,333 lbs.
,, 1903	5,220,532 ,,
,, 1902	5,620,906 ,,

The Export of Tea to Russian Manchuria via Port Arthur, Newchwang and Tientsin has been:—

	Black, lbs.	Brick, lbs.	Green, lbs.	Dust, lbs.
1904...	2,843,736	7,170,411	112,266	110,843
1903...	19,660,737	10,211,867	1,674,056	84,266
1902...	20,747,223	5,496,670	2,045,529	638,620

HANKOW, 5th October.—Business reported since the 28th ulto., is as under:—

	1904. ½-Chests.	1903. ½-Chests.
Settlements	nil	nil
Shipments to Shanghai on native account	nil	nil

The following are statistics at date compared with the corresponding circular of last season, viz., 7th October, 1903.

Hankow Tea.	1904. ½-Chests.	1903. ½-Chests.
Settlements	583,841	536,790
Shipments to Shanghai on native account	34,604	25,577
Stock	3,000	14,140
Arrivals	621,445	575,847

Kiukiang Tea.	1904. ½-Chests.	1903. ½-Chests.
Settlements	195,538	190,682
Shipments to Shanghai on native account	18,037	13,017
Stock	nil	793
Arrivals	213,575	204,492

The export to 1st instant, as per customs returns, stands thus:—

		Re-exports.
Season 1904 to 1905...	44,277,785 lbs.	13,192,301 lbs.
Season 1903 to 1904..	38,833,287 ,,	12,719,331 ,,
Season 1902 to 1903...	37,181,491 ,,	13,4 3,528 ,,

Viâ Shanghai.	1904-5. lbs.	1903-4. lbs.
To Great Britain	6,834,365	6,174,516
To United States and Canada	3,903,983	4,180,377
To Continent	4,274,121	1,884,381
To Russia in Europe	107,190	13,210,167
To do. viâ North	—	21,023,373
To Shanghai	5.102.652	4,950,627

The total settlements at Yokohama from May 1st to September 29th amounted to 174,533 piculs, against 185,277 piculs at the corresponding date last year. The export has been:—

	Current Season.	1903-1904.
To New York and East	8,337,143	7,610,301
,, Chicago and West	7,419,940	8,954,634
,, S. Francisco & Pacific Coast	3,358,358	4,644,963
,, Canada	2,748,056	2,110,887
,, Europe, &c.	237,349	180,248

KOBE, 30th Sept.—A moderate business was transacted during the month of September at Kobe. Stocks are small and supplies have almost ceased coming forward. Settlements to date are 114 000 piculs against 117,500 piculs to corresponding date last year.

SILK.

Messrs. A. R. Burkill & Sons, in their Silk Circular dated Shanghai, 1st October, state:—The home markets are quiet. Gold Kiling is quoted in London at 11/6 and in Lyons Fcs. 32. 50. Raw Silk.—Since the date of our last circular very little business in Tsatlees has been done. Kahings and Coarse Silks have been in fair demand. Prices all round are weak. Yellow Silk.—Practically no business to report. Holders are weak and the tendency is to lower prices. Hand Filatures.—We only hear of two transactions at prices given below. Steam Filatures.—A few sales are reported but the relatively cheap prices of Italians and Japans, adversely affect this business. Waste Silk.—The depression on the home markets continues and spinners are waiting to liquidate their stocks before operating further. The quality of most of the Low Wastes is very inferior this season, the inferiority specially being noticed in Honan 2 and Long Shantung Waste. Transactions have been on a small scale and comprise 30 Piculs Curlies 1 at 85 Tls., 100 Piculs Compoo Frisonents whole bales 31/32 Tls. We estimate Stocks Long Shantung Piculs 2,500, Honan 2 Piculs 600, Tussah 60-40 and Falture 50-60 Piculs 1, 500, Curlies 1 2 3 Piculs 800, Frisonets good and Common Piculs 20,00.

The export from Japan this year to 30th September has been: To Europe 8,755 bales; to America, 19,441 bales, the total weight was 28,899 piculs. The export of waste silk and cocoons has been 3,368 piculs. A large business has again been done at Yokohama in raw silk, but in spite of this fact prices have not advanced as sharply as might have been expected. However, producers of Raw Silks make a good profit on ruling prices, and are therefore free sellers at a slight advance when such can be obtained without stopping purchasers. Japanese exporters have once more done the bulk of the business, and continue successfully to keep down the available stock in Yokohama, a fact which also adds strength to the market.

SUGAR.

HONGKONG, 14th October.—The prices are the same as when last reported.

Shekloong,	No. 1, White	$8.30 to	$8.35	pcls.
Do.	,, 2, White	7.40 to	7.45	,,
Do.	,, 1, Brown	5.90 to	5.59	,,
Do.	,, 2, Brown	5.80 to	5.90	,,
Swatow,	No. 1, White	8.30 to	8.35	,,
Do.	,, 2, White	7.35 to	7.40	,,
Do.	,, 1, Brown	5.75 to	5.80	,,
Do.	,, 2, Brown	5.55 to	5.60	,,
Foochow Sugar Candy		12.40 to	12.45	,,
Shekloong ,,		10.45 to	10.50	,,

The latest report from Yokohama says the import market is strong and values still advancing, but sales are very restricted owing to high prices.

KOBE, 30th Sept.—Hongkong Refined.—Market quiet, but prices firm. Beet.—Little doing and quotations barely maintained. The further advance in Europe has put new forward business out of the question. Osaka Refined.—At the sale on the 23rd instant, 6,100 bags were disposed of at a slight advance over last figures.

RICE.

HONGKONG, 14th Oct.—The position of the market is nearly the same as when last reported.

Saigon,	Ordinary	$2.20 to $2.30
,,	Round, good quality	2.40 to 2.45
,,	Long	3.65 to 3.70
Siam,	Field mill cleaned, No. 2	2.35 to 2.40
,,	Garden, ,, No. 1	3.40 to 3.45
,,	White,	3.85 to 3.90
,,	Fine Cargo	4.00 to 4.05

KOBE, 30th Sept.—The report from Kobe says the import market is quiet. There is a little doing for prompt delivery, but nothing for forward shipment. Rice.—The new crop can now almost be considered as safe, and estimates vary between 47 to 49 million koku. A strong typhoon was experienced on the 16th September, but not much damage was done.

OPIUM.

HONGKONG, 7th October.—Quotations are:—Allowance net to 1 catty.

Malwa New	$1070	to $1100	per picul.
Malwa Old	$1140	to $1160	do.
Malwa Older	$1230	to $1270	do.
Malwa V. Old	$1270	to $1300	do.
Persian fine quality	$880	to —	do.
Persian extra fine	$900	to —	do.
Patna New	$1120	to —	per chest.
Patna Old	$ —	to —	do.
Benares New	$1067½	to —	do.
Benares Old	$1080	to —	do.

COTTON.

Import business in Shortings has continued to a fair extent at Yokohama; contracts to arrive, December to January, being freely done in greys. Whites also meet with a ready sale for stock lots or something near at hand.

KOBE, 30th Sept. The Kobe Market Report, published under the direction of the Chamber of Commerce, says:—American.—No business of importance is reported since our last issue, and quotations continue to rule high. Spot cargo has been nominal at Yen 34.00, owing to shortage of stock. Indian.—Business has been quiet for both forward and spot cargoes. It is yet early for new season's crop, and spinners are inclined to hold off at present in anticipation of prices receding. In "spot" about 4,000 bales of old crop have found buyers during the past fortnight at quotations somewhat above those ruling during the early part of the month. Chinese business has been brisk for forward sales, October/November shipment, at comparatively low figures. Spot transactions have been small owing to shortage of stock. Grey Shirtings.—Market quieter; clearances good. Cotton Goods and Fancies.—Deliveries have been better, a few small assortment orders have been placed. Market closes quieter. Worsteds and Woollens.—Deliveries of winter goods are satisfactory. Some re-sales have been put through for immediate clearance. There is practically no export business doing in cotton yarns on account of the continued high price. The export for the last fortnight in September amounted to 31,849 piculs compared with 40,829 piculs same time last year.

COPPER.

KOBE, 30th Sept.—Some business has taken place in Japan, but again almost exclusively for China, where there is still a good demand, especially for copper cut into coin sizes. Prices up to Yen 49.75 have been paid for this kind of copper. Sumitomo is sold out till February; later delivery is not in the market yet.

PIECE GOODS.

Messrs. Noel, Murray & Co., in their Piece Goods Trade Report dated Shanghai 6th October, state:—We have only room this week for a short review of, and a few comments on, the Yochow report. This is one of the comparatively new Ports opened in Hunan, and while showing

so far excellent progress, is bemoaning her fate of becoming merely a Port of transhipment when Changsha was opened. The value of the Imports of Foreign Cotton Goods increased about 300 per cent. over 1902, which amply shows what valuable adjuncts to the trade these inland cities are, when they are properly opened up. It behoves British traders especially to see that is done to the greatest extent possible, if they wish to retain for Manchester products anything of a field in China, for Manufacturers in the United States are making determined efforts to usurp the trade. It has been frequently pointed out the quantity of foreign Piece Goods imported into China cannot have much more than just touched the fringe of the open Ports, so that every effort should be made to open up new markets in the interior, which can only be done by railways and, therefore, these enterprises ought to receive every support from these interested in manufactures at home, instead of being treated with suspicion on the part of investors and thus hampered through the want of necessary capital. It is to be hoped that Britishers, who have hitherto always been the pioneers of trade, will not go back on that role and, like some others that could be named, wait until fresh trade routes are opened for them. There is some possibility of a trade route via Ch'ang-te to the West (Kweichow and part of Szechuan) being adopted in lieu of the dangerous journey via Ichang and the Yangtsze Gorges. During the year a total value of Hk. Tls. 18.131 went forward under Pass from Yochow by the above route to Kweichow. I am told that these goods encountered no difficulties and that the route is considered a good one. Piece Goods.—Except that clearances have continued on a fairly liberal scale the situation in this department of trade during the interval has been exceedingly quiet. There is no news from the North of a disturbing nature or otherwise regarding the progress of the War, although early in the interval a rumour was spread that another Russian Cruiser and escaped from Port Arthur and was making for this Port, which temporarily upset the plans arranged for some steamers to Japan. However, it was only for a day or two that any apprehension was felt and commercial intercourse was soon resumed. The Japanese have again been the principal buyers, but Newchwang has probably taken the most in actual shipments during the week. The dearth of news from that Port still continues and, except that the goods are going there, it is difficult to tell whether they are for consumptive requirements, or to meet the wants of the relieving army. It is rumoured that Japanese houses have endeavoured to make forward contracts for Drills with New York, but the makers are engaged up to February and decline to book orders beyond that at present. With Tientsin business has continued very quiet, though at the close an enquiry has sprung up for light American Sheetings, but the market is bare! Trade with the River Ports is dull, the financial troubles in Hankow and tight money market having a very depressing effect. The River still keeps very high and that no doubt interferes with the shipments to Szechuen. The course of prices at the Auction may usually be taken as a guide to the nearer markets; gauging them in that way they cannot be very brisk. As regards the home markets the latest quotation for American Cotton seems to be the chief item of interest. The transition from the old to the new crop is much more pronounced than usual, the decline for the last fortnight being from 6.70d. to 5.54d., while last year it was from 7.72d. to 6.02d. The effect of this decline on the home markets has already been discounted, the forward business in Manchester for November, December and January shipment being on the basis of 5⅛. No reliable information regarding the probable size of the crop is yet to hand, but it is not likely to very excessive, not because of the scarcity labour, as that is only a matter of price. It has been shown that even if growers had to pay three or four times as much for labour as they have been in the habit of doing, and the Cotton only realised 7 cents, it would pay them too well to allow it to remain unpicked. To return to Liverpool—the quotation for Egyptian is 7¼d. The export of Plain Cottons from Lancashire last month to Hongkong and China was 35,000,000 yards, and 7,000 bales of yarn! The market in Manchester is lower for May to July shipment, before which it is not easy to arrange purchases. From New York the telegraphic information has not been quite so profuse, but it is sufficient to show that manufacturers are still holding very high ideas of the values of their wares! Some shippers consider prices are, and have been, ridiculously high, and fully expect that operators here will have a sad awakening before long. The decline in Native Cotton has enabled most of the Local Mills to make some satisfactory forward contracts.

MISCELLANEOUS IMPORTS.

HANKOW, October 5th, 1904:—The prices quoted are for the net shipping weight excluding cost of packing for export:—

		Per picul.
Cowhides, best selected	Tls.	33.50
Do. seconds	,,	29.00
Buffalo hides, best selected	,,	20.00
Goatskins, untanned (chiefly white colour)	,,	—
Buffalo Horns (average 3lbs. each)	,,	9.00
White China Grass (Wuchang and/or Poochi)	,,	12.00
White China Grass (Sinshan and/or Chayu)	,,	11.00
Green China Grass (Szechuen)	,,	12.00
Jute	,,	6.00
White Vegetable Tallow (Kinchow)	,,	10.50
White Vegetable Tallow (Pingchew and/or Macheng)	,,	10.30
White Vegetable Tallow (Mong u)	,,	—
Green Vegetable Tallow (Kiyu)	,,	10.50
Animal Tallow	,,	9.00
Gallnuts (usual shape)	,,	18 50
Do. (Plum) do.	,,	19 50
Black Bristles	,,	116.00
Feathers (Grey and or White Duck)	,,	20.75
,, ,, ,, Wild Duck	,,	21.75
Turmeric	,,	3.20
Sesamum Seed	,,	4 25
Sesamum Seed Oil	,,	7.90
Vegetable Tallow Seed Oil	,,	7.90
Wood Oil,	,,	7.35
Tea Oil	,,	8.90

MISCELLANEOUS EXPORTS.

Per P. & O. steamer *Bengal*, sailed on 8th Oct. For Manchester:—125 bales waste silk. For London or Manchester:—100 bales waste silk. For Marseilles:—247 bales raw silk, 150 bales waste silk, 10 cases human hair. For Milan:—70 bales raw silk. For London:—25 bales raw silk, 8 cases silks, 4 cases cigars, 1 case blotting paper, 2 cases private effects, 5 cases tea from Foochow. For Lyons:—260 bales raw silk.

Per P. & O. steamer *Japan*, sailed on 13th Oct For Manchester:—100 bales waste silk. For Glasgow:—4 cases blackwoodware. For London or Goole:—125 bales waste silk. For London or Manchester:—133 bales waste silk. For London:—1,101 bales hemp, 1,298 boxes tea, 166 packages tea, 100 casks ginger, 245 rolls matting, 60 bales canes, 10 cases blackwoodware, 6 cases dried ginger, 1 case feathers, 1 case dried lychees, 1 case cigars.

AMOY CUSTOMS RETURNS.

OCTOBER 11TH, 1904. List of the principal goods passed through the Amoy Custom House from 1st October to 7th October, 1904:—

IMPORTS.

Goods.		Quantity
Cotton Raw, Indian	pls.	—
,, ,, Native	,,	—
,, Yarn	,,	—
Shirtings, Grey	pcs.	—
T-Cloths	,,	—
Shirtings, White	,,	—
T. Red Shirtings	,,	—
Drills	,,	—
Shirtings Dyed, Brocades	,,	—
,, Dyed	,,	—
Damasks	,,	—
Camlets	,,	—
Lasting	,,	—
Spanish Stripes	yds.	—
Lustres, Figured	,,	—
Lead, in pigs	pls.	—
Tin, in slabs	,,	—
Iron, Nail rod	,,	25
Quicksilver	,,	—
Iron, Old	,,	—
Ironwire	,,	12
Rice	,,	1,600
Opium, Patna	,,	—
,, Benares	,,	50
,, Persia	,,	29
,, Malwa	,,	—
,, Szechuan	,,	1
,, Yunnan	,,	2
,, Kiangsu	,,	—
Sesamum Seed	,,	—
Sapanwood	,,	—
Sandalwood	,,	—
Rattans	,,	—
Wheat	,,	—
Flour	,,	—
Beancake	,,	—
Beans and Peas	,,	—
Bicho de Mar	,,	48
Mats Tea	pcs.	—
Oil, Kerosine American	gals.	—
,, ,, Borneo in bulk	,,	—
Oil, Kerosine Bumarh	gals.	—
,, ,, Sumatra	,,	—
,, ,, ,, Bulk	,,	—
Coal	tons.	—
Tobacco Leaf	pls.	—
Vermicelli	,,	—

EXPORTS

Goods.		Quantity
Sugar, White	pls.	—
,, Brown	,,	735
,, Candy	,,	940
Hemp Bags	pcs.	—
,, Sacking	,,	1,200
Paper I Quality	pls.	—
,, II ,,	,,	—
Tobacco, Prepared	,,	—
Kittysols (umbrellas)	pcs.	—

SHARE REPORT.

HONGKONG, 14th October, 1904.—Business in Indo-Chinas and China Sugars has been somewhat quieter during the past week, but otherwise a fair general enquiry has been met with, and a moderate volume of business transacted, mostly at gradually improving rates.

BANKS.—Hongkong and Shanghais have been booked at $650, $655 and $660, closing firm with further buyers at $660. London has advanced to £67 10s. 0d. Nationals have weakened to $38 sellers.

MARINE INSURANCES.—Unions under an unsatisfied demand have continued to advance, and sales at $610, $615, $617½ and $620 are reported, market closing strong at $625 buyers. Cantons have also appreciated considerably, and after sales at $265, $267½ and $270, are in further request at the latter rate. China Traders remain quiet with probable sellers at $61. North Chinas and Yangtszes are unchanged with buyers at Tls. 75 and $145 respectively.

FIRE INSURANCES.—Chinas have sold and are still enquired for at $87. Hongkongs are firm with probable buyers at $335.

SHIPPING.—Hongkong, Canton and Macaos have been booked at $29½, and close steady with probable buyers at the rate. Indo-Chinas have been booked at $131 cash, $134 to $135 December, and $137 March, and close steady with a few shares obtainable at $131 cash. China and Manilas have declined to $25½ sellers. Douglases have again been placed at $32. A few Star Ferries (old) are enquired for at $40; new shares however are on the market at $30. Shell Transports have declined to 24/6 sellers.

REFINERIES.—China Sugars after falling to $238 cash rose quickly to $240 and $242, at which rates fair parcels changed hands, but at the close a weaker feeling has again set in, and a few shares are said to be obtainable at $238 cash. On time fair lots have been booked at $245 to $250 March, and at $245 and $247 December. Luzons are easier with sellers at $6.

MINING.—Raubs continue in request at $6.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have sold at $225 cash and for the settlement, but close easier with sellers at $224 cash. Hongkong and Kowloon Wharves have improved to $114 with sales and further buyers. Farnhams have gradually weakened, and are now quoted Tls. 174 sellers. New Amoy Docks neglected at $27½ sellers.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have improved somewhat with sales at $150, $151 and $152, but close with sellers at the latter rate. Kowloon Lands are procurable at $39, and West Points at $60. Humphreys' Estates have been booked at $12¾ and $5 for the old and new issues respectively. Hongkong Hotels sold and have further buyers at $137. Shanghai Lands can still be placed at Tls. 112.

COTTON MILLS.—Nothing doing in the northern stocks, but in Hongkong Cottons a fair business has been transacted at the reduced rate of $10.

MISCELLANEOUS.—Green Island Cements have sold, and are still in demand at $31. China Borneos have advanced to $11½ buyers. Fenwicks have been booked at $47 and are obtainable at the rate. Ices are procurable at $250 and Tramways at $300. Steam Waterboats have declined to $21 sellers, and Powells to $11½ sellers. Providents are slightly firmer with sales at $9½.

MEMOS:—Union Insurance Society's ordinary yearly meeting on the 20th inst. Canton Insurance Office, ordinary yearly meeting on the 21st instant.

Closing quotations are as follows:—

Company.	Paid up.	Quotations.
Banks—		
Hongkong & S'hai...	$125	{ $660, buyers / L'don, £67. 10s.
Natl. Bank of China		
A. Shares	£8	$38, sellers
B. Shares	£8	$38, sellers
Foun. Shares...	£1	$10, buyers
Insurance—		
Union	$100	$625, buyers
China Traders	$25	$61
North China.....	£5	Tls. 75, buyers
Yangtsze.....	$60	$145, buyers
Canton.....	$50	$270, buyers
Hongkong Fire	$50	$335
China Fire	$20	$87, sales & buyers
Steamship Coys.—		
H., Canton and M...	$15	$29½, sales
Indo-China S. N. ...	£10	$131, sellers
China and Manila...	$50	$25½, sellers
Douglas Steamship	$50	$32, sales & buyers
Star Ferry.....	$10 / $5	$40, buyers / $30, sellers
Shell Transport and Trading Co.....	£1	24/6, sellers
Do. pref. shares.....	£10	£8. 10s.
Refineries—		
China Sugar	$100	$238, sellers
Luzon Sugar.....	$100	$6, sellers
Mining—		
Charbonnages	Fcs. 250	$490
Raubs	18/10d.	$6, buyers
Docks, Etc.—		
H. & W. Dock	$50	$224, sellers
H. & K. Wharf & G.	$50	$114, buyers
New Amoy Dock ...	$6¾	$27½, sellers
S. C. F. Boyd & Co....	Tls. 100	Tls. 174
Land and Building—		
Hongkong Land Inv.	$100	$152, sellers
Kowloon Land & B.	$30	$39, sellers
WestPoint Building	$50	$60, sellers
Hongkong Hotel	$50	$137, sales & buyers
Humphreys Estate.	$10 / $2½	$12.75, sales / $5, sellers
S'hai Land Ins. Co., Ld.	Tls. 50	Tls. 112
Cotton Mills—		
Ewo	Tls. 50	Tls. 30, sellers
International	Tls. 75	Tls. 25
Laou Kung Mow ...	Tls. 100	Tls. 32½
Soychee	Tls. 500	Tls. 160, sellers
Hongkong	$10	$10, sales
Green Island Cement.	$10	$31, buyers
China-Borneo Co., Ld.	$12	$11½, buyers
Watson & Co., A. S....	$10	{ $13¾, sales & sel. / $13, sales & sel.
Hongkong Electric	$10 / $5	$15, sales / $9½, sellers
Hongkong & C. Gas....	£10	$160, buyers
Hongkong Rope.....	$50	$140, sellers
Fenwick & Co., Geo.	$25	$47, sales & sellers
Hongkong Ice.	$25	$250, sellers
H. H. L. Tramways...	$100	$300
Hk. Steam Water-Boat Co., Ld.....	$10	{ $21, sellers / $20, sellers
Dairy Farm	$6	$22, buyers
Campbell, Moore & Co.	$10	$40, buyers
Bell's Asbestos E. A...	12/6	$5½
United Asbestos	$4	$9½, buyers
Do.....	$10	$180
Tebrau Planting Co....	$5	$1
China Prov. L. & M....	$10	$9½, sales
Watkins, Ld	$10	$9½, buyers
ChinaLight & Power Co., Ld.	$10	$10, sales & sellers
Powell, Ld.....	$10	$11½, sellers
Shanghai and Hongkong Dyeing and Cleaning Co., Ld.	$50	$50
Companies—		
Alhambra Limited.	$500	$100, sellers
Phippine Tobacco Trust Co., Ld.	$10	$9½, sellers
Steam Laundry Co, ...	$5	{ $7 / $3½, buyers
S. C. Morning Post ...	$25	$19½

VERNON & SMYTH, Brokers.

Messrs. J. P. Bisset & Co., in their Share Report dated 7th October, State:—The feature of the week since our last has been a very large business in Indo-Chinas at gradually improving rates, and the market closes very firm. Farnhams have sustained a fall during the week, but close stronger. T. T. rate on London to-day is 2/6¾. Banks.—Hongkong and Shanghai Banks.—There are no transactions to report. Marine and Fire Insurance.—There are buyers of North China Ins. Cos. at Tls. 72½, no business reported. Shipping.—After the settlement the cash price for Indos was Tls. 90. We have had a very lively spurt up to Tls. 95½ for October, but the market closes weak with sellers at Tls. 95. For November Tls. 94 and 95½ is reported, while for December a large business has been done at from 91½ up to 97. Forward rates also are decidedly weak with sellers for December at Tls. 96. Docks and Wharves.—Shanghai and Hongkew Wharves have changed hands at rates for the old shares c.n.i. at Tls. 162½ for December delivery and also at rates for the old and new issue, viz. Tls. 137 old and Tls. 135 new. The market is firm with buyers at these equivalents. Yangtsze Wharf and Godowns have been placed at Tls. 189 and 190 cash. S. C Farnham, Boyd & Co.—The week opened with sales at Tls. 180 cash and 185 December, but weakened quickly and sales have been made since at Tls. 176½ for October, 180 and 181 December, closing with buyers for cash at Tls. 175½, and 180 December. Sugars.—China Sugars have advanced to $252 in Hongkong. Peraks have been placed at Tls. 60. Mining.—Chinese Engineering & Mining Co. Offers are wanted for bearer scrip. Weihaiwei Golds. Nothing reported. Lands.—Shanghai Lands have changed hands at Tls 112. Industrial.—No business reported in Cottons. Shanghai Gas Shares have been done at Tls. 102½ for cash. Shanghai Paper and Pulps have been placed at Tls. 160 December. Maatschappij, etc., in Langkat have advanced from Tls. 302½ to 310 cash, and for December 317½, 320 and 325 have been negotiated. Closing steady. China Flours are wanted at Tls. 65. Stores and Hotels.—Hall and Holtz have been placed at $31. Weeks at $19. Hotel des Colonies have changed hands at Tls. 20. Miscellaneous.—Telephones Tls. 68. Loans.—Shanghai Land Debentures 6% at Tls. 97.

EXCHANGE.

Monday, 17th October.

On London.—	
Telegraphic Transfer	1/10
Bank Bills, on demand	1/10 1/16
Bank Bills, at 30 days' sight	1/10⅛
Bank Bills, at 4 months' sight ...	1/10¼
Credits, at 4 months' sight	1/10⅜
Documentary Bills, 4 months' sight	1/10½
On Paris.—Bank Bills, on demand ...	230½
Credits 4 months' sight	234
On Germany.—On demand	187½
On New York.—Bank Bills, on demand	44⅛
Credits, 60 days' sight	45⅛
On Bombay.—Telegraphic Transfer ...	137
Bank, on demand	137½
On Calcutta.—Telegraphic Transfer	137
Bank, on demand	137½
On Shanghai.—Bank, at sight.....	71¼
Private, 30 days' sight	72⅛
On Yokohama.—On demand.....	90⅜
On Manila.—On demand—Pesos.....	89¾
On Singapore.—On demand ...	5½ p.c. p.m.
On Batavia.—On demand	110⅞
On Haiphong.—On demand	1½ p.c. p.m.
On Saigon—On demand.....	1½ p.c. p.m.
On Bangkok.—On demand	62½
Sovereigns, Bank's Buying Rate	$10.80
Gold Leaf, 130 fine, per tael	$56 70
Gar Silver, per oz.	26¾

SHIPPING.

Arrivals and Departures since last Mail.

October— Arrivals.

6, Ichang, British str., from Wuhu.
7, Bengal, British str., from Shanghai.
7, Coptic, British str., from San Francisco.
7, Fronde, French t.-b., from Shanghai.
7, Hongkong, French str., from Haiphong.
7, Hopsang, British str., from Samarang.
7, Javeline, French t.-b., from Amoy.
7, Karin, Swedish str., from Saigon.
7, Meefoo, Chinese str., from Shanghai.
7, Montcalm, French cruiser, from Amoy.
7, Mousquet, French t.-b., from Ningpo.
7, Pistolet, French t.-b., from Amoy.
7, Tean, British str., from Manila.
7, Thales, British str., from Swatow.
8, Orange, Norwegian str., from Bangkok.
8, Petrarch, German str., from Moji.
8, Rajaburi, German str., from Bangkok.
8, Rinaldo, British sloop, from Singapore.
8, Themis, Norwegian str., from Kobe.
8, Triumph, German str., from Coast Ports.
8, Vengeance, British battleship, from W'wei.
8, Woosung, British str., from Canton.
9, Bourbon, French str., from Saigon.
9, Choysang, British str., from Canton.
9, Hindustan, British str., from Amoy.
9, Hongkong, French str., from Haiphong.
9, Lyeemoon, German str., from Canton.
9, Waishing, British str., from Wuhu.
9, Wosang, British str., from Canton.
10, Anghin, German str., from Bangkok.
10, Apenrade, German str., from Haiphong.
10, Callao, U.S. gunboat, from Canton.
10, Gasa, Norwegian str., from Chefoo.
10, Kaisow, British str., from London.
10, Kweiyang, British str., from Iloilo.
10, Legaspi, American str, from Manila.
10, Lightning, British str., from Calcutta.
10, Taiwan, British str., from Shanghai.
10, Tsintau, German str., from Bangkok.
10, Yuensang, British str., from Manila.
11, African Prince, British str, from Amoy.
11, Aspern, Austrian cruiser, from Shanghai.
11, Foxton Hall, British str., from Amoy.
11, Canfa, British str., from Tacoma.
11, Phranang, German str., from Bangkok.
11, Sachsen, German str., from Yokohama.
11, Thales, British str., from Swatow.
11, Wongkoi, German str., from Bangkok.
11, Zafiro, British str., from Manila.
12, Australian, British str., from Yokohama.
12, Benalder, British str., from London.
12, C. Diederichsen, Ger. str. from Haiphong.
12, Chowtai, German str., from Bangkok.
12, Fausang, British str., from Sourabaya.
12, Haitan, British str., from Coast Ports
12, Hue, French str., from Haiphong.
12, Japan, British str., from Yokohama.
12, Jason, British str., from Liverpool.
12, Mathilde, German str., from Swatow.
12, M. Struve, German str., from Tamsui.
12, Patroclus, British str., from Shanghai.
12, Prinzess Alice, German str., from Bremen.
12, Quangnam, French str., from Saigon.
12, Sikh, British str., from Yokohama.
12, Zweena, British str., from Rangoon.
12, Yatshing, British str., from Sourabaya.
13, Hanoi, French str., from Haiphong.
13, Hansa, German str., from Tsintau.
13, Kwongsang, British str., from Shanghai.
13, Melita, French str., from Tourane.
13, Slavonia, German str., from Hamburg.
14, Decima, German str., from Saigon.
14, Keongwai, German str., from Bangkok.
14, Mazagon, British str., from Bombay.
14, Pundua, British str., from Calcutta.
14, Shahzada, British str., from Saigon.
14, Signal, German str., from Bangkok.
14, Taiwan, British str., from Canton.
14, Taming, British str., from Manila.
15, Binh Thuan, French str., from Samarang.
15, J. Diederichsen, Ger. str., from Haiphong.
15, Pronto, Norwegian str., from Canton.
15, Providence, Norwegian str., from Anping.
15, Tsinan, British str., from Australia.
15, Tyr, Norwegian str., from Hongay.
16, Dott, Norwegian str., from Chefoo.
16, Haiman, British str., from Swatow.
16, Lyra, American str., from Shanghai.

October— Departures.

7, Chihli, British str., for Canton.
7, Coromandel, British str., for Shanghai.
7, Glenfalloch, British str., for Amoy.
7, Haimun, British str., for Coast Ports.
7, Loongsang, British str., for Manila.
7, Scandia, German str., for Hamburg.
7, S. V. Langkut, Dut. str., for Palembang.
7, Taiyuan, British str., for Yokohama.
7, Tremont, American str., for Tacoma.
7, Tyr, Norwegian str., for Hongay.
7, Whampoa, British str., for Canton.
8, Bengal, British str., for Europe.
8, Courtfield, British str., for Durban.
8, Nanshan, British str., for Saigon.
8, Rubi, British str., for Manila.
9, Auchenarden, British str., for Nagasaki.
9, Carl Menzell, Ger. str., for Newchwang.
9, Devawongse, German str., for Amoy.
9, Frithjof, Norwegian str., for Swatow.
9, Heimdal, Norwegian str., for Kobe.
9, Kwangtah, Chinese str., for Shanghai.
9, Madeleine Rickmers, Ger. str. for Swatow.
9, Madura, British str., for Calcutta.
9, Mathilde, German str., for Swatow.
9, Mausang, British str., for Sandakan.
9, Thales, British str., for Swatow.
10, Choysang, British str., for Shanghai.
10, Giang Bee, British str., for Saigon.
10, Hongkong, French str., for Haiphong.
10, Nicomedia, German str., for Portland.
10, Suisang, British str., for Saigon.
10, Taiwan, British str., for Canton.
10, Waishing, British str., for Canton.
10, Woosung, British str., for Shanghai.
11, Chiyuen, Chinese str., for Canton.
11, Hindustan British str., for New York.
11, Lyeemoon, German str., for Chemulpo.
11, Manchuria, Amr. str., for San Francisco.

11, Namsang, British str., for Calcutta.
11, Sirius, British cruiser, for Shanghai.
11, Sungkiang, British str., for Manila.
11, Tean, British str., for Manila.
11, Wosang, British str., for Tientsin.
12, Apenrade, German str., for Hoihow.
12, Athenian, British str., for Vancouver.
12, Borneo, German str., for Sandakan.
12, Fox on Hall, British str., for Shanghai.
12, Kaisow, British str., for Nagasaki.
12, Michew, German str., for Bongkok.
12, Ningpo, British str., for Chinkiang.
12, Petrarch, German str., for Saigon.
12, Pron o, Norwegian str., for Canton.
12, Rinaldo, British sloop, for Shanghai.
12, Rosario, British sloop, for Manila.
12, Sachsen, German str., for Europe.
12, Themis, Norwegian str., for Kobe.
12, Triumph, German str, for Swatow.
12, Whampoa, British str, for Shanghai.
12, Yuensang, British str., for Amoy.
13, African Prince, British str., for Manila.
13, Childi, British str., for Tientsin.
13, Hailan, French str., for Pakhoi.
13, Hopsang, British str., for Saigon.
13, Japan, British str., for London.
13, Kweiyang, British str., for Swatow.
13, Laertes, British str., for Saigon.
13, Mathilde, German str., for Tourane.
13, Meefoo, Chinese str., for Shanghai.
13, Patroclus, British str., for London.
13, Prinzess Alice, Ger. str., for Shanghai.
13, Rajaburi, German str., for Bangkok.
14, Anghie, German str, for Bangkok
14 Haitan, British str., for Coast Ports.
14, Helena, U.S. gunboat, for Canton.
14, Howick Hall, Brit. str., for Diamond Isld.
14, Hue, French str., for Haiphong.
14, Ichang, British str., for Kobe.
14, Kwongsang, British str., for Canton.
14, Legaspi, American str., for Manila.
14, Orange, Norwegian str., for Bangkok.
14, Quangnam, French str., for Newchwang.
15, Aspern, Austrian cruiser, for Singapore.
15, Australian, British str., for Australia.
15, Benalder, British str., for Yokohama.
15, Capri, Italian str., for Bombay.
15, Carl Liederichsen, Ger. str., for Hoihow.
15, Coptic, British str., for San Francisco
15, Jason, British str, for Shanghai.
15, Kwanglee, Chinese str., for Canton.
15, Taiwan, British str., for Amoy.
15, Tsintau, German str., for Bangkok.
15, Zafiro, British str., for Manila.
16, Hanoi, French str., for Haiphong.
16, Industrie, Swed. salvage str., for Shanghai.
16, M. Struve, German str, for Tamsui
16, Oanfa, British str., for Sourabaya.
16, Phranang, German str., for Bangkok.
16, Slavonia, German str., for Yokohama.
16, Tyr, Norwegian str., for Canton.
16, Wongkoi, German str., for Bangkok.
16, Zweena, British str., for Shanghai.

PASSENGER LIST.

ARRIVED.

Per *Bengal*, from Shanghai, for Hongkong, Mr. and Mrs W. J. Russell and child, Messrs. H. P. Fletcher, A. Muller, C E. Tarrant, Mrs. E. G. Jordan, Mr W. T. Mitchell, and Capt. E. C. Maddock; for Singapore, Mr. and Mrs. Pountney and Mr. Batch; for Bombay, Mr. E. M. Cohen; for Colombo, Mr. E. G. Jordan; for Marseilles, Mr. W. B. Sloan; for London, Col. T. C. Smith, R.N., Lieut.-Col. and Mrs. C. C. Manifold, Col. and Mrs. S. A. Day, from Yokohama, for London, Miss M. R. Lloyd; for Port Said, Lieut.-Col. and Mrs. Iremonger: from Kobe, for Hongkong, Mr. P. S. Black.

Per *Coptic*, from San Francisco, Mr. Francis M. Beaty, Dr. R. R. Burt, Messrs. Thos. A. Coyne and W. E. Conklin, Mr. and Mrs Ellis Cromwell, Miss Mildred Cromwell, Messrs. Chas. C. De Selms, John G. Fels, and J. W. Gray, Mrs. A. Heise, Miss Frieda Heise, Messrs. Chas. W. Johnson, A. Saint Martin, W. L. Mayo, W. McLaughlin, E. W. Montgomery, Mr. and Mrs G. W. Moore, Mr. and Mrs. Geo. E. Neson, Rev. Tomas Palmer, Mr. J. H. Rhodes, Miss M. Schungel, Messrs. Ed. R. Sixter, J., and B. E. Solomon, Mr. and Mrs. Tyra Warren, Messrs. John F. Wright, W. A. Williams, and E. F. Williams; from Yokohama, Mrs. R. W. Borthwick, Mr. and Mrs. R. O. Boggan and infant, Dr. W. H. Bucher, U.S.N., Mr. W. J. Creelman, Mr. and Mrs. G. J. B. Sayer, and Mr. M. Yoshida; from Kobe, Mrs. Barton, Master C. Barton, Miss Silvia Barton, Miss B. Lucas, Mr. and Mrs. Ormiston, Messrs. M. Shiohara and C. B. Ketchum; from Nagasaki, Mr. N. Mumford; from Shanghai, Messrs. F. J. Mayers and C. Ismer, Mrs. J. Howard, Mrs. Chater, Mrs. Merrill, and Mr. W. Inman.

Per *Sachsen*, for Hongkong, from Yokohama, Dr. and Mrs. Lamball, Capt. Crichton, Messrs. Armand Levy, H. H. Gompertz, Alt. Fries, C. H. Pollard, Prof. Hofmann, and Mrs. Lina; from Kobe, Messrs. N. Gates, M. Yama, and Okiyama; from Nagasaki, Mr. and Mrs. Dobson and Mr. T. Sugitani; from Shanghai, Consul von L hneysen, Messrs. P. Brunat and Wm. Low, Mrs. Southam, Messrs. A. W. Leach, Bryan, W. A. Railton, H. Waligorski, B. Roth, Mrs. Kadoorie, Mrs. Wayne, Messrs. Herr Albrecht, G. Bush, S. Newhouse Komor, Sigd. Mayer, Henry Moore, Mrs and Miss Comor, Messrs. Kosseck and Schulmann: for Singapore, from Yokohama, Mr. C. H. Thorn and Mrs, McKnighton; from Kobe, Mr. Spemann, Jr., Capt. Meyer, Messrs. H. Meyer, G. Beemsnug, A. Guttmann, F. Sauss, and Miss Emofk; from Nagasaki, Mr. A. Muyasaki; from Shanghai, Mr. A. H. Bryant: for Colombo, from Yokohama, Mr. Or and Kempthorne and Miss Diack; from Kobe, Messrs. Sya and K. Bessho: for Naples, from Shanghai, Mr. W. M. Law: for Port Sai , from Kobe, Mr. Otto Hubner: for Genoa, from Kobe, Messrs. H. A. Suthoff and H. Reichardt; from Nagasaki, Mr. Otto Bartning; from Shanghai, Messrs. L. Giles and J. R. Twentyman, Mrs. Bryan, Mr. G. Acheson, Capt. von Gundlach, Mrs. Roerden, Mr. W. Pietzke, Mr. and Mrs. Tibern, Messrs. O. V. Davies, Joh. Peters, S. von Greiffenstein, H. G. Hongwill, and Filly Hong: for Southampton, from Yokohama, Mr. C. B. Bernard: for Antwerp, from Shanghai, Mr. and Mrs. Boulenger, Mr. and Mrs. Varactar, and Mr. Joseph Rapp: for London, from Yokohama, Capt. Graham and Mr. Daniel Cole; from Kobe, Messrs. G. R. Redfearn, Th. Walls, Benning, Stokes, Heap, Medic, Robb, Prosser, Hay, and Carrizan; from Shanghai, Mr. and Mrs. Surplice, Mr. James Smith, and Miss Broomfield: for Hamburg, from Yokohama, Messrs. F. Oldenburg and G. Dobler; from Kobe, Messrs. R. Christensen and G. Andersen. Capt. Mathisen, Messrs. K. Host, Chr. Hansen, and K. Kristiansen; from Shanghai, Mrs. Fedosocieff and Mr. H. Steinmeyer.

Per *Australian*, from Japan, Mr. and Mrs. Geary, Mrs. and Miss Chee; in transit, Mrs. Cane, Messrs. Power and Ore.

Per *Prinzess Alice*, from Bremen, &c., Mr. U. Lee, Mr. and Mrs. G. M. Harston, Messrs. R. Bray and W. Schmidt, Mrs. Lutz Schwartz and child, Messrs H. Price, and L. Fudell, Mr. and Mrs. Mehlhose, Miss Frieda Vogt, Mr. and Mrs. F. Allen, Messrs. H. Loch, H. G. Caltrof, Mrs. Brunat, Miss Sarah Avens, Mrs. Robertson and child, Mr. and Mrs. C. H. Warren, Mr. K. U. Lee, Mr. and Mrs. Harting, Mrs. Kafe Davies and child, Mr. and Mrs. F. S. Snuggs, Messrs. Georg Kunsch, W. Marsch, F. Lipp, C. Daningartner, L. Unveryagt, Karl Freund, Miss Maria Rump, Mr. H. Fulton, Mrs. W. Boyd and child, Messrs T. L. Richmond, S. Kato, A. Daved, Gustav Fensen, Mr. and Mrs. E. Bornaud, Miss E. Watkin, and Mr. Andre Meurer.

DEPARTED.

Per *Bengal*, from Yokohama for London, Miss M. R. Lloyd; from Shanghai for London, Lieut.-Col. and Mrs. E. C. Manifold, Col. and Mrs. S. A. Day, Comdr. T. E. Smythe, R.N.; for Marseilles, Mr. W. B. Sloan; for Bombay, Mr. E. M. Cohen; for Colombo, Mr. E. G. Jordan; for Singapore, Mr. and Mrs. A. Pountney, Mr. Patch; from Hongkong for London, Mr. P. Deacon, R.N.; for Singapore, Mr. C. S. Downs.

Per *Tremont*, for Shanghai, Mr. F. Ribeiro, Mr. P. Sonenleight and 2 children, Capt. and Mrs. Douglas, A.O.D., Messrs. O. V. Thomas, A. C. Boughton, Comdr. A. C. Baker, Lieut. J. C Sweet, Messrs. E. C. Jones, F. Bauer, Braule W. Sand, J. Stutz, J. Shelenhamer, and Mrs. T. C. Lebo; for Moji, Mr A. McKirdy and Mrs. H. Ariye; for Kobe, Mr. and Mrs. J. D. Auld, Mr. Menami, Capts. F. Le J. Parker and F. M. Caldwell; for Yokohama, Lieuts. C. F. Westcott and W. A. Howard; for U.S.A., Mr. and Mrs. J. W. Blain, Mrs. L. R. Morgan, Messrs. Paul Scheluscher, Henry Mead, Chas. Lindon, J. J. Long, J. F. Scouller, C. W. O'Brien, C. H. Kendall, Dr. Karl Jahrling, Mr. V. Jahrling, Mrs. H. Clarke, Mr. Robert M. McWade, and Miss McWade.

Per *Manchuria*, for China and Japan ports, Mr. J. R. Powell Grant, Mr. and Mrs. F. J. Maxey, Mr. D. Haskell, Mr. and Mrs. C. Dannenberg, Messrs. A. Falter and A. Briera, Mrs. Sutherland, Master Sutherland, Messrs. J. E. Joseph, Baret, and Eherson, Mrs. De Figueiredo and 2 children, Mrs. L. Merrill, Mrs. J. F. Messer and 2 children, Mrs. and Miss Pearson and child, Messrs. E. Pingden Dolay and R. Toovey; for Honolulu, Mr. F. M. Bechtel; for San Francisco, &c., Lieut.-Col. Chedas Sant Anna, Mrs. R. A. Riggs, Mr. A. W. Baum, Mr. and Mrs. D. M. Carmen, Miss Carmen, Mr. V. Reyes, Major J. S. Garwood, Lieut. Du Petit Thouars, Mr. H. K. Hemans, Mrs. J. L. Barrett Mr. Ellis Kadoorie, Miss Stanford, Mrs. M. M. D Silva and 4 children, Mr. T. R. Kockley, Mrs. B. Smith, Mr. Allan P. Nichols, Lieut. J. Carlos Maia, Mr. and Mrs. H. O. Daniels, Mr. R. A. Gubbay, Mrs W. A. Huffman, Mr. J. Baud, Mr. and Mrs. G. F. Atkinson.

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Per *Athenian*, for Vancouver, &c., Lieut. D. Pudsey, R.A., Mr. E. V. Carey, Capt. W. Harrison, Messrs. A. C. Voules, M. Asensio, Capt. Ward Mr. Lumsden, Sergt. and Mrs. C. A. Zimmerman and child, Mr. H. S. Spurge, Mrs. Cameron, Mr. and Mrs. E. Stanley Sutton, Miss F. Ezekiel, Messrs. F. Heywood, R. Clarke, W. Thomas, Pasmassen, and Jacobson.

Per *Japan*, from Hongkong, for London, Mr. and Mrs. W. Monteith Black and infant; from Shanghai, for London, Messrs. T. Slingo, R.N., and P. Flynn, Mrs. Robertson and 3 children; from Yokohama, for London, Mr. A. W. Gallatly and Miss A. H. Gallatly.

Per *Prinzess Alice*, for Shanghai, Messrs. A. Muller, H. E. Keylock, A. Kopp, R. Perez, Geo. W. Henley, G. Hunter, James Hunter, F. Graca, Honnibill, Ambroise, C. Cheverlange, C. Evaristo, P. Brunat, and B. Roth, Misses Graca (2) and Minne, Mrs. Andrade, Mrs. Yang and son, Mrs. C. Weidmann, Mrs. M. Taylor, Miss Alves; for Nagasaki, Lieuts. Tyler and Schley, Messrs. Doi, F. Nakamura, H. Saiki, Yamada, Mizerta, Takada, Hamamoto, Kawaguchi, Okajaki, Koado, Yano, Sinchi, Tokuta, Kimura, Awaki and Mrs. Oyie; for Kobe, Consul v. Varschmen, Messrs. J. Arakawa, A. Nakagawa, C. Berg, K. Mori, and Mrs. Oito; for Yokohama, Messrs. D. Dorabjee, F. Esrom, and Prof. A. Hofmann.

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